The Hongkong Telegraph

WEATHER FORECAST
FINE
Barometer 30.08

(ESTABLISHED 1881.)

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December 16, 1914. Temperature 6 a.m. 59, 2 p.m. 68 Humidity „ 76, „ 44

December 16, 1913 Temperature 6 a.m. 62 p.m. 65 Humidity „ 78 „ 72

809 曉九廿月十年寅甲 WEDNESDAY, DECEMBER 16, 1914. 告呈國 號六十月二拾英必發 SINGLE COPY 10 CENTS $36 PER ANNUM.

TO-DAY'S LATEST WAR TELEGRAMS.

FRESH ACTIVITY IN FLANDERS.

ALLIES MAKE A COMBINED ATTACK AND PROGRESS SUBSTANTIALLY.

German Trenches Taken and Prisoners Captured.

SCANDINAVIAN MONARCHS TO DISCUSS WAR SITUATION.

[Reuter's Service To "The Telegraph."]

British Capture a Wood.

Dec. 15, 5 30 p.m.

A Paris communique states:—

The British have captured a small wood westward of Wytschaete.

The ground we won yesterday along the Ypres canal and westward of Hollebeke has been retained, notwithstanding vigorous counter-attacks by the enemy.

There have been intermittent bombardments from Soine to Argonne, but these have not been severe, except in the region of Crouy.

We progressed somewhat in the region of Argonne, and maintained our advantage of the preceding days.

The Germans, from a great distance, violently bombarded the station of Saint Leonard, southward of Saint Die.

Activity in Alsace.

The enemy's artillery has been most active in Alsace. We everywhere maintained our previous progress, except at Steinbach, where a German attack from Uffholtz succeeded in gaining a footing.

There is no change on the rest of the front.

Scandinavian Neutrality—A Meeting of Kings.

Dec. 15, 11.55 a.m.

On the invitation of the King of Sweden, the three Scandinavian monarchs will meet at Malmoe on December 18 to discuss means of restricting and diminishing the economic difficulties in their countries arising out of the war. A semi-official Swedish Note says that this meeting is an evidence of perfect agreement of views as to the maintenance of the present policy of neutrality.

Fighting in Flanders—Allies' Substantial Progress.

Dec. 15, 3.15 p.m.

The Press Bureau states that, after a period of comparative quiet, fighting in Flanders has re-commenced. A combined attack was made by the Allies yesterday on the line Hollebeke to Wytschaete. Several German trenches and a number of prisoners were captured. Substantial progress has been made.

French Reports.

(Official Telegram from the French Government, via Peking.)

Circular No. 100 states:—On the 14th in the Aisne region, north-west of Soupir, six kilometres east of Vailly, the Germans bombarded the French trenches. The French replied, blowing up the German trenches.

The French artillery destroyed an important work on the outskirts of Ailles, six kilometres west of Craonne.

In Argonne, the French troops slightly progressed with a mine in La Grurie wood.

There was a violent cannonade on the heights of the Meuse.

In Woevre the French troops carried a line of trenches on a 500 metre front, repulsing two violent attacks and counter-attacks.

The French troops have progressed in Alsace and reached a hill 425 metres north of Steinbach and Aspach bridge.

TO-DAY'S WAR TELEGRAMS.

(Havas Telegram.)

Paris, Dec. 14, 6 20 a.m.

After repeating the above, the message reads:—The Austrians are retiring and the Servians are pursuing them with energy.

The Montenegrins have forced the Austrians to re-cross the Drina.

A British submarine entered the Dardanelles and torpedoed and sunk the Turkish warship Messoudieh. The submarine returned safely, although fired at and pursued by the enemy.

[In the event of telegrams arriving too late for insertion on this page they will be found on the Extra.]

EARLIER TELEGRAMS.

Japan's Trade with New South Wales.

Dec. 15, 12.40 p.m.

Reuter's correspondent at Sydney states that the trade of New South Wales with Japan is displaying satisfactory progress. Japan is displaying an active interest in goods hitherto supplied by Germany to New South Wales. Already Japan's exports show a marked increase.

A Footballers' Battalion.

Dec. 15, 2.55 a.m.

The British War Office has authorised the formation of a footballers' battalion 1,350 strong.

Germans Publicly Flogged.

Dec. 15, 2.55 a.m.

The *Times* correspondent at Sydney states that six Germans, including a magistrate and a doctor, who flogged a Methodist missionary in New Ireland, have been arrested, conveyed to Rabaul and publicly flogged.

General Goltz on the Duration of the War.

Dec. 15, 7 a.m.

General Goltz, in the course of an interview at Sofia, said that Germany was prepared for a campaign of one year.

Nish-Salonica Railway Restored.

Dec. 15, 7 a.m.

Railway communication between Salonica and Nish has been restored.

A BRITISH OFFICER ON THE WAR.

A correspondent sends to the *N. China Daily News* the following extract from the letter of an officer at the front:—

British Expeditionary Force,
October 27.

"I have two long letters from you which have been very welcome. I fear my letters have been few and far between and have not been very full of information. We have been laagered up here for the last few days facing each other, while things have been progressing in other parts of the field. The Germans don't seem to be able to bring off anything in the shape of a successful attack, though they have had many attempts. I fancy they are getting really weary. I saw a batch of prisoners the other day, all old men or boys.

"Our aeroplanes get persistently shelled by the German aeroplane guns; I saw thirty-six shells burst round one of our's this morning. The pilot did not appear to mind it much, and, as a matter of fact, they seldom do any harm. I have been keeping fairly fit all along, but the night work is rather trying, and on one occasion I only got about four hours sleep in three nights and an anxious time nearly all the time. One certainly wants iron nerves for this sort of campaign, and fortunately most of our fellows are fairly well off in this line, owing, I think, to the life we lead at home.

"There are most beautiful covers near here and the remains of a fine chateau, which the Germans shell daily in the hope of knocking it down; anything in the shape of a spire or tower attracts them. I suppose the idea is to do away with all observation posts.

"Bar a couple of wet nights, we have had beautiful weather for the last week. It makes a great difference as we have nothing except what we stand up in. I am getting throughly dirty and it doesn't really inconvenience me much; we manage to keep shaved and fairly decent. Though some regiments make a point of growing beards, it isn't at all necessary. I have picked up a treasure in the way of a servant, who devotes the whole of his energies in looking after my comfort. We have never been short of food, though there have been times when we haven't had time to eat it, or couldn't get at it.

TURKISH FLEET BACK AT BASE.

War in Near East Develops, with Russia and Turkey both Claiming Successes.

London, Nov. 5.—Developments on land and sea and in the diplomatic situation rolled up fast to-day, cementing Turkey firmly in her warlike position.

The Russian Admiralty announced officially that the Turkish fleet has been driven from the Black Sea and is now effectively bottled up in the Bosphorus with the Russian Black Sea fleet standing guard at the entrance.

On the Caucasian frontier Turkey is stated to have massed 100,000 troops, including 25,000 cavalry and over 100 batteries of artillery with guns of heavy calibre and newest type. General Sanders Pasha is in command of this army, which already is reported to have taken numerous villages along the frontier. This report comes from an apparently authentic Turkish source.

The Russian Foreign Office, on the other hand, declares officially that the Russian Caucasian army which is invading Turkey has advanced several miles into Turkish territory and has occupied several Turkish villages, driving the Turks before it.

England Declares War.

Great Britain to-day formally declared war upon Turkey and it is expected that similar action will be taken immediately by France, Russia, Servia, Montenegro and possibly by Belgium and Japan.

Persia is also expected to act soon. Turkey is trying to force the Persian Government to declare war against Russia. Great Britain is now waiting for some definite action on the part of the Balkan Powers.

England also to-day formally announced the annexation of the island of Cyprus in the Mediterranean. Cyprus, though nominally owned by Turkey, has been practically a British possession for years because Great Britain has been administering it.

Turks Victim of Ruse.

The Turks were drawn into the war by a German ruse, according to a Russian statement. The commanders of the Goeben and Breslau communicated by wireless with Constantinople, says a report transmitted here from the Russian Foreign Office, that they had been attacked by a superior Russian naval force.

The Turkish Cabinet then ordered defensive measures and it was in pursuance of this authority, according to the Petrograd official statement, that the German officers of these two cruisers started on their raid of the Black Sea Russian ports.

THE KING'S SPEECH.

War Measures First Duty.

London, November 11.—In a speech from the throne, at the opening of Parliament to-day, King George said:—

My Lords and gentlemen:

The energies and sympathies of my subjects in every part of the Empire are concentrated on the prosecution to a victorious issue of the war in which we are engaged. I have summoned you now in order that, sharing as I am aware you do, my conviction that this is a duty of paramount and supreme importance, you should take whatever steps are needed for its adequate discharge.

Since I last addressed you, the area of the war has been enlarged by the participation in the struggle of the Ottoman Empire. In conjunction with my allies and in spite of repeated and continuous provocations, I strove to preserve in regard to Turkey a friendly neutrality.

Bad counsel and alien influence have driven her into a policy of wanton and defiant aggression and a state of war now exists between us.

My Mussulman subjects know well that our rupture with Turkey has been forced upon me against my will and I recognise with appreciation and gratitude the proofs which they have hastened to give of their loyal devotion and support.

My navy and army continue throughout the area of conflict to maintain in full measure their glorious traditions. We watch and follow their steadfastness and valour with thankfulness and pride and there is throughout my empire a fixed determination to secure at whatever sacrifice the triumph of our arms and vindication of our cause.

You will be asked to make due financial provision for the effective conduct of the war and the only measures which will be submitted to you at this stage of the session are such as seem necessary to my advisers for the attainment of the great purpose upon which the efforts of the Empire are set.

I confidently commend them to your patriotism and loyalty and I pray that the Almighty will give his blessing to your counsels.

ADMIRAL JELLICOE.

An excellent pen portrait of Admiral Jellicoe is given by Mr. H. F. B. Wheeler in his popular "Life of Sir John Jellicoe." In the course of it he writes:—Admiral Sir John Jellicoe is not built on the lines of Earl Kitchener, for he is small of stature, but his every inch is that of a man in the grandest and truest sense of the word. His is an iron nerve, notwithstanding one or two terrible experiences that would have shattered the constitution of other officers. By every right he ought to have been drowned in the Victoria when she was rammed by the Camperdown, and by every right he should have died at Tientsin, for the doctor who attended his wound said his recovery was "practically impossible." To-day he is a wiry, healthy, active man of 55 years of age, who enjoys running as an exercise, and does his work with the zest of a hobby. The story is told how Sir John Jellicoe's first British medal came to be lost, and why it has never been replaced. Commander Jellicoe, as already stated, went down with the ill-fated Victoria, in the terrible disaster in the Mediterranean in 1893. Aided by Midshipman West, Jellicoe contrived to keep afloat until picked up by a rescue party, but during his immersion in the water he lost the silver medal for gallantry awarded to him by the Board of Trade. When he applied for a duplicate he was politely informed that the matter could be arranged—if he paid for it. Up to the present moment Sir John has not done so.

Night Riders Caught in Oklahoma.

Ardmore (Okla.), November 12.—Six alleged night riders were arrested in Love county to-day, bringing the number under arrest on similar charges in that county to twenty-one. The charge in each case is conspiracy and threats to destroy property and do bodily harm. Cotton growers declare that the night riders have organised to force a selling price for cotton of not less than 10 cents a pound and for cottonseed of not less than $16 a ton.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

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Railway communication between Salonika and Nish has been restored.

Trade between New South Wales and Japan is displaying satisfactory progress.

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Fighting has recommenced in Flanders, where the Allies have made substantial progress.

The Allies have captured a number of German trenches and prisoners in Flanders.

General Goltz, interviewed at Sofia, says Germany is prepared for a campaign of one year.

The ground won by the Allies along the Ypres canal and westward of Hollebeke has been retained.

Six Germans who flogged a Methodist missionary at New Ireland have been publicly flogged at Rabaul.

The three Scandinavian monarchs are to meet on the 18th to discuss means of restricting economic difficulties arising from the war.

NEWS.

Interesting war items are given to-day.

Further notes on the crisis appear on page 4.

A meeting of the Legislative Council is to be held to-morrow.

General news and an article on Admiral Jellicoe appear on page 3.

"Our Contemporaries" appears on page 2, commercial news on page 9 and log book on page 6.

Latest donations received by the *Telegraph* to the tobacco and cigarette fund are acknowledged in this issue.

The ship Hanametal, which the Crown sought to condemn as a prize of war, has been released by the Court.

The Sanitary Board yesterday made important recommendations regarding the insanitary condition of certain lanes and passages.

DON'T FORGET.

TO-DAY.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.

TO-MORROW.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
Sale of China and Curios—G. P. Lammert's Sales Room—2.30 p.m.

Friday, December 18.

Sale of Liquors, G. P. Lammert's Sales Room—11 a.m.

Saturday, December 19.

Sale of Silk and Fancy Goods—G. P. Lammert's Sales Room—2.30 p.m.

Sale of Swatow Drawn Work and Embroideries—G. P. Lammert's Sales Room—11 a.m.

Y.W.C.A. Sale of work at St. Paul's College.

Saturday, January 2.

A.D.C. presents "Snowwhite and the Frog Prince"—Theatre Royal.—9.15 p.m.

Wednesday, January 6.

A.D.C. Matinee, Theatre Royal "Snowwhite and the Frog Prince"—4.30 p.m.

Saturday, January 30.

Garden Fete, H.K. University, 3—7 p.m.

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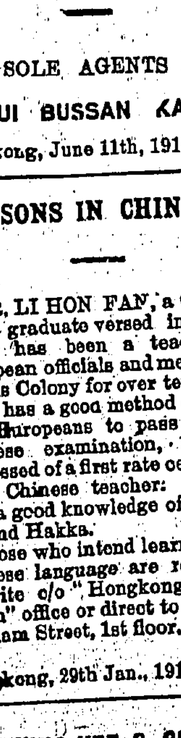

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Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to No. 14, Graham Street, 1st floor.

Hongkong, 29th Jan., 1912.

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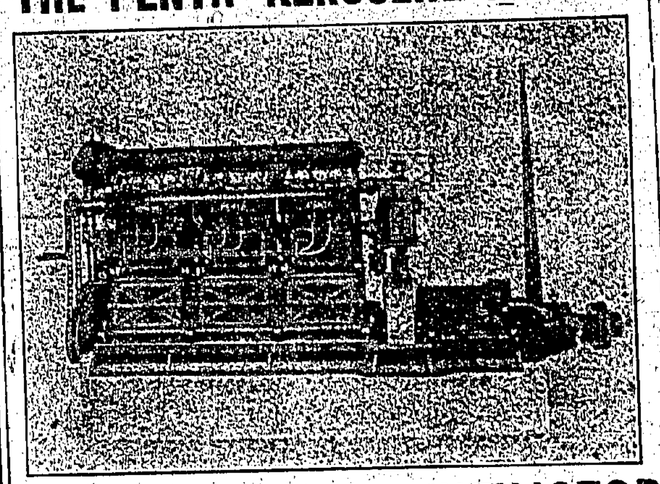

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Hongkong, 13th July, 1910.

OUR CONTEMPORARIES.

South China Morning Post.

Result of German Intrigue.

Sir Louis Mallet, the late British Ambassador to Constantinople, makes some remarkable disclosures in a despatch which was published yesterday by the British Foreign Office. The Kaiser and his cultured advisers have shown no scruples in carrying their war preparations into countries which owe them nothing in the form of allegiance, culture, or anything else for that matter. One of these countries is Turkey and the "unspeakably foolish Turk" seems to have easily fallen the only victim and German intrigue and bribery have carried the day in the Ottoman Empire with consequences that are likely to prove disastrous to the power of the Caliph. Those who have had faith in the honour of civilized nations are astounded to learn that Germany has filled Syrian towns with German officers, that Bedouin tribesmen have been bribed to violate the Egyptian frontier, and that German Kultur was not beneath placing orders for uniforms to simulate those of the British Indian Army.

Daily Press.

The Exploitation of War.

The story of the naval race between Great Britain and Germany, and its enormous financial burden to each country, is now an ancient one, and the results up to date show that Great Britain was acting fully in accord with the signs and portents in always going a few better than Germany each time a naval programme was launched. "But perhaps the crowning complaint of all," adds the same writer, "in the present system, is that the firms which now arm the nations are not very much concerned as to which nations they arm. Austrian soldiers are fighting Russians with guns made in France—Russia's ally—by firms capitalised by Russian armament manufacturers. And so it is all round. The war material manufacturers are so linked up in companies and syndicates that nearly every shareholder in armament works has, at some time, drawn dividends from weapons supplied to the enemy of his own country." Comment on this state of things is unnecessary, and the only remedy, of course, is that private exploitation of war must cease, and every nation must own its own armament works.

China Mail.

Grain Supplies in Time of War.

Great progress has been made in recent years towards the perfection of grain-discharging and conveying machinery, and while the Glasgow granary may not be as large or the conveying machinery as extensive as corresponding appliances at the great grain exporting harbours of Canada the United States, and some other countries, the structural details, alike of the granary and the design of machinery for discharging grain from ships and distributing it into and out of silos, are completely representative of the best practice of the day. The granary has been erected on the north bank of the Clyde, at the recently-completed Meadowside Wharf, 2½ miles from the centre of the city. At the wharf there is berthage for three of the largest of grain-carrying ships, and for the discharge of these there are two travelling ship-discharging elevators.

Such granaries, in wartime, cannot but be of the very greatest value, no matter how strong our Fleet may be.

Japanese Squadron Sighted Chile.

Valparaiso, November 12.—It is reported that a Chilean collier has seen a Japanese squadron off Point Carranza. Point Carranza is about 300 miles south of Coquimbo, where four German warships were reported on Tuesday.

For a good midday meal a la Carte or Table d'Hote with Wines & Liquors of the Best —ALEXANDRA CAFE.

GENERAL NEWS.

$3,000,000 Left by Heinze, Copper King.

Saratoga Springs (N. Y.), November 5.—Letters of administration of the estate of Mr. F. Augustus Heinze, the Montana copper king, who died here suddenly last night, were granted to-day to Mrs. William M. Fleitmann of New York, his sister. Mrs. Fleitmann was appointed guardian of Mr. Heinze's only son, Mr. F. Augustus Heinze. The value of the estate was not mentioned in the petition. At the office of Mr. Nash Rockwood, counsel for Mr. Heinze, it was said that the copper king at his death was worth little more than $3,000,000, suits which he had faced in the past month having eaten into his income enormously.

Crime in Sydney on the Decrease.

Since the outbreak of war there has been a notable decrease in the number of crimes committed in Sydney. Records collected by the Police Department show that the falling-off amounts to at least 20 per cent. Housebreaking, which nine months ago was prevalent in the suburbs to an almost alarming degree, has become an occasional occurrence, and losses have been comparatively small. Even the sneak-thief has shown less activity lately. The moral effect of the war on criminals has been advanced as an explanation of the decrease, but the police think the main reason is that people are more careful with their valuables. Houses are not left unguarded so frequently; consequently, there are less opportunities for thieves.

Another War Song.

London, November 12.—"We are coming, Father Abraham," the well-known poetic response to President Lincoln's call for more men in the Civil War, is being used to stimulate recruiting here. The new version reads:

"We are coming, Uncle Kitchener,
Three hundred thousand more,
From Scotland, Wales and Ireland,
And from Old England's shore,
We leave our homes and workshops
Our wives and children dear,
With hearts too full for utterance,
With but a silent tear.
We dare not look behind us
But steadfastly before—
We are coming Uncle Kitchener,
Three hundred thousand more.
(Chorus.)
"We are coming; we are coming;
Our country's need is sore.
We are coming, Uncle Kitchener—
Three hundred thousand more."

Queen Pays Visit to U. S. Women's Hospital.

London, November 12, 12.15 p.m.—Queen Mary gladdened the hearts of 200 wounded "Tommies" in the American Women's Hospital at Paignton, Devonshire, by a visit to-day and a personal gift to each wounded soldier. The Queen was accompanied by Lady Mary Trefusis, one of her ladies in waiting; Sir Charles Cust of the King's household, Lady Arthur Paget, Lady Randolph Churchill and Mrs. Lewis Harcourt, the last three members of the hospital committee. Upon arrival at the hospital Dr. Howard N. Beale and the other surgeons and nurses, all of whom are Americans, were presented to the Queen.

Attack Upon Cattle Disease in America.

Chicago, November 12.—Dr. Simon Flexner, world-famous pathologist and bacteriologist, director of the Rockefeller Institute for Medical Research and discoverer of the infantile paralysis germ, to-day started to work on the most difficult task of his career. He will attempt either to isolate the germ of the hoof and mouth disease, a thing European scientists have worked upon in vain for years, or find a preventive or cure for it. Dr. Flexner arrived in Chicago from New York to-day and an hour later was in the veterinary hospital where 150 infected cattle from the $2,500,000 dairy show here are isolated. "I believe I am facing the hardest problem in my career," he said after leaving the hospital. "It will take years of patient study and experiment to make any headway at all."

NOTICE

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"THE LITTLE ADMIRAL."

How many of the great leaders of men have been of small stature? Julius Caesar, Napoleon, and Nelson were all small men. There died a few years ago at a great age a naval officer who would probably have been called upon to lead our fleet, had the great war occurred in his time. It was the Hon. Sir Harry Keppell, a man so short of stature that Queen Alexandra named him "my little Admiral." One of his contemporaries scarcely less distinguished and gallant was Sir Compton Domville, a tiny Admiral with a big brain and autocratic will. And now England has entrusted her greatest fleet to one of the smallest officers who ever walked the "quarter deck." Like Lord Roberts, Sir John Jellicoe will appeal to future ages, as well as to the present generation, on account of his small physique.

"Hell Fire Jack" he is called by the bluejackets, but there is very little of the fire-eating buccaneer in his appearance. Sir John is not only short of stature, but small in his build altogether. He has a pronounced squiline nose, kindly shrewd eyes, and a quiet, sympathetic voice; even more noticeable are his thin compressed lips, which turn up at the corners. Yet this little man has probably every quality necessary to a great naval leader. Illimitably clever, he not only has great confidence in his own resources, but what is equally important, inspires confidence in others. He has an indomitable will, and knows no fear, while those shrewd, kindly eyes have an astonishing habit of flashing with a spirit that is always ready to burst into flame at the right time. He has already had a striking career, and with fortune may crown it with a triumph that will bring him near the throne of Nelson himself.

The story of Sir John Jellicoe's life reads more like the pages of a novel by Capt. Marryatt than the career of an English naval officer of to-day. He may be said to have smelt the salt of the sea from the day of his birth, for his father was a fine type of English merchant skipper of the old school. So excellent a seaman was the old gentleman that he rose to be commodore of the splendid fleet of ships owned by the Royal Mail Steam Packet Company and was subsequently elected a director. Until a few weeks ago, when he died at the ripe old age of ninety, he was a well-known figure in the Isle of Wight. How proud Captain Jellicoe must have been of a son who, when little more than fifty years of age, is in command of the greatest fighting fleet in the history of the world.

Admiral Jellicoe saw active service when still a lad. As a midshipman he took part in the war in Egypt in 1882. Even then he was known as a dashing youngster, always among the first to volunteer for hazardous service. A few years later he nearly lost his life in a particularly dangerous task. He was a junior lieutenant in H.M.S. Monarch when that ship was target practising at Gibraltar. It was dirty weather and a steamer got stranded on the sands near the Rock. The Monarch only had one boat on board and that was by no means likely to float in so heavy a sea. But this offered just the kind of opportunity Jellicoe liked, and a volunteer crew equipped in cork jackets was placed under his command, manned the little vessel, and pulled off to the rescue of the stranded ship. As the more cautious had foreseen, it was not long before the whole lot were struggling in the water for their lives. But Providence seems to have taken the gallant crew under her special protection, for eventually every man was washed ashore. Jellicoe seems to have led a charmed life, for he was one of those who survived the tragic loss of H.M.S. Victoria.

We next hear of Sir John Jellicoe in China on active service as chief staff officer to Sir Edward Seymour during the Boxer rising and the dash for the Chinese capital. Sir John Jellicoe came as near losing his life on that occasion as at any time during his adventurous career. A bullet that the Boxers presented him with was well placed. But once again fortune favoured the brave, and Sir Edward Seymour's chief staff officer came out of the ordeal with a C.B. and an enhanced reputation.

Long before this Jellicoe had proved himself a brainy as well as a courageous and enterprising officer. As a sub-lieutenant at the Naval College at Portsmouth he had obtained three firsts out of the five subjects in which it is necessary to qualify as lieutenant, and also won a prize of £84 at the same institution. All these distinctions made him a marked man after the China episode, and a series of important appointments at the Admiralty only strengthened the confidence of his colleagues and his chiefs. The culminating point of his career was his command of the Red Fleet in the Naval Manœuvres of last year. The mystery of those manœuvres has not yet been revealed to the public; but it was taken for granted that Jellicoe was the man who would command the Grand Fleet in the case of a European war.

Not only have successive Governments duly recommended Sir John for those honours usual to the most distinguished among our Naval leaders, but both the late King Edward and King George showed him marked favour. Nor had his ability escaped the vigilance of the Kaiser, who decorated him with the Red Eagle of the Second Class with Crossed Swords. A portent as well as a compliment.

Death of Founder of Booth Line.

Mr. Alfred Booth, the well-known Liverpool shipowner, died on November 1. He was just over 80. A part of his activities extended to leather, in which the firm do a big business as tanners and merchants in England and America. Mr. Alfred Booth, with his brother Charles, started the Booth Line in 1862. The business grew rapidly, and the company now owns 29 steamers. These do a big passenger and cargo service between Europe and North Brazil. Mr. Booth was the father of the chairman of the Booth Company, and also of the chairman of the Cunard Line. He had not occupied himself actively with business for the last ten years, but was very energetic in public work in Liverpool. He was a magistrate, and took a deep interest in temperance and hospital work. Immediately after the outbreak of war a clause was inserted in the company's regulations declining to accept as passengers any German, Austrian or Hungarian not in possession of a permit from a Secretary of State allowing him to travel.

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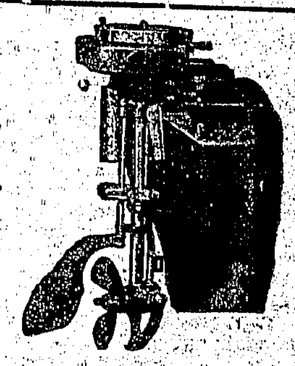

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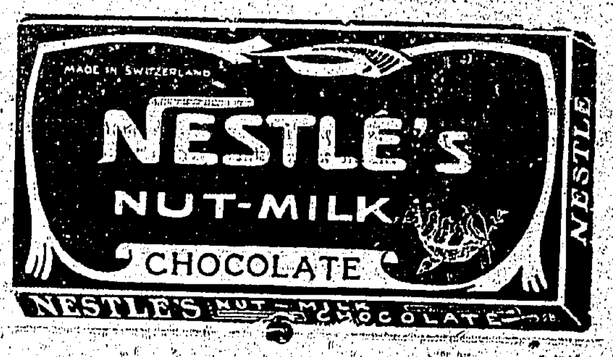

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The Hongkong Telegraph.

HONGKONG, WEDNESDAY, DECEMBER 16, 1914.

SOLVING SANITARY PROBLEMS.

Following the recent disclosures made regarding the filthy and insanitary condition of certain lanes and passages in the heart of the city, which are used in common by more than one tenant, a committee of the Sanitary Board was some time back appointed to deal with the question. The conclusions of that Committee were yesterday laid before the Board in the form of a report advocating an amendment of the Public Health and Buildings Ordinance in such a manner as to throw on owners of property the responsibility of seeing that these areas are kept in a cleanly condition, and the suggestions made met with the unanimous approval of the members present. There will doubtless be, on the part of certain property-owners affected, somewhat of an outcry against the new obligation which it is suggested they should bear, but in view of the fact that some remedy must be found for this growing and most obnoxious evil, and that it is an utter impossibility to fix the responsibility on tenants, each and every one of whom, in case of trouble, make loud protestations of their innocence, we think the Board has come to a wise decision in fastening on the landlords, whose interest it will now be to see that tenants respect the provisions of the law.

While the Committee proposed a modification of the Ordinance along these lines, the report also contained one or two very practical suggestions for the guidance of owners in carrying out their new obligations. One of these was that, as an additional safeguard, all balconies abutting on lanes and yards used in common should be enclosed with wire-netting. The idea is a good one, though it might also be extended to windows, seeing that in many of the cases where the evil is most apparent there are no balconies abutting on to the offensive areas. A very big question is opened up by the raising of this matter, and when the Board sees how the new order works, if approved by the Government, the time will doubtless come when steps will have to be taken to deal more effectively than at present with the throwing of refuse from verandahs of Chinese property—an evil which grows instead of diminishes and which can scarcely be checked by occasionally catching an offender red-handed. The difficulty of dealing with this wider problem will be that in very many instances the owners are not resident in the Colony.

Anyhow, it is satisfactory to feel that a beginning is being made in dealing with this problem. The worst of it is that existing regulations are not enforced as they might be. For example, the law requires that all verandahs abutting on to public streets shall be provided with proper channels and down-pipes to carry off waste water, and that these shall be kept in a good state of repair. But almost anywhere in the heart of the city broken pipes or pipes choked up with rubbish can be seen, and when the verandahs are washed down the filthy water splashes down on to the street below, much to the inconvenience of passers-by. It is therefore to be hoped that [illegible] shall be strictly en-

Suppressing a Filthy Habit.

In our leading article to-day we deal with the steps which the Sanitary Board recommends should be taken for dealing with the insanitary condition of certain lanes and passages. There is another aspect of the matter which might be touched upon. The recommendation for the enclosure of verandahs with wire-netting is an eminently sensible one, but obviously it could not be extended to apply to Chinese tenements in general, the widespread practice of throwing refuse from whence is one of the biggest evils with which the sanitary authorities have to contend. Something might be done to abate this evil, however, by employing special watchers to keep an eye on some of these places, and, when an offender is caught, a stiff fine—not a mere dollar or two—should be imposed.

More Visits Needed.

If the law were amended to make this possible, and a few prosecutions instituted, the time should soon come when the Chinese would realise that it would pay them to adopt habits a little more cleanly than those in which they indulge at present. The evil, of course, largely arises from the fact that the Chinese use their verandahs for all manner of things, and if the sanitary authorities made more frequent visits than they do at present, and saw to it that the verandahs were only used for the purposes for which they were intended, a decrease of the evil should be the result. Action on the two lines suggested would most certainly be beneficial.

The Mexican Situation.

The interest attaching to the European war has diverted, to a very great extent, the world's attention from what is going on in and around Mexico. Judging from Washington cables recently received in the Philippines, the situation is not without some gravity. Indeed one wire says that President Wilson is receiving a good deal of urging, from the governor of the State of Arizona, to protect American subjects from the attacks of Mexicans over the border. Mr. Hunt, the Governor in question, reports that, during the past month, no less than forty-seven Americans have been hit by bullets coming from the Mexican side, of whom fourteen have died. A more recent wire (December 11) says that General Bliss, who has at last been sent to the frontier with some artillerymen, has himself had a narrow escape of being killed by one of these wandering bullets.

How do Americans Regard it All?

Some few months back we published an interview with an American gentleman newly returned from Mexico, where he and his friends had been subjected to disgraceful ill-usage. In his statement to the *Telegraph* he spoke with no inconsiderable bitterness of his Government's policy in not dealing with Mexico with a strong hand; and, further, gave us the impression that some millions of his fellow-countrymen feel equally strongly against Dr. Wilson's conduct in regard to the Mexicans. United States politics and policies are so entirely different from those of Great Britain that it is impossible for Britishers, unless they have lived for some years in America, to understand them. To us who are not "in the know" it seems that Dr. Woodrow Wilson is playing a dangerous game in allowing so much licence to the Mexicans. From what we can see, the majority of these are bullying ruffians who will go just as far as they are allowed to go, and who, at every turn of the road, will construe forbearance, and doubtless well-meant turning of the left cheek to the smiter, as mere cowardice. In common with the rest of the world we are bound to respect President Wilson as a scholar, a gentleman and a man of unquestionable conscientiousness; nevertheless we cannot help thinking that the Mexicans would have got short shrift had Mr. Roosevelt, or even Mr. Taft, been in power just now.

British Lieutenant Killed in Aeroplane.

London, November 5.—Lieutenant Murray lost his life in an aeroplane accident at the Avon Flying School this morning. It is believed that he miscalculated the distance while landing, after making a flight over Rushall Down.

DAY BY DAY.

ALWAYS SAY A KIND WORD IF YOU CAN, IF ONLY THAT IT MAY COME IN PERHAPS WITH SINGULAR OPPORTUNENESS, ENTERING SOME MOURNFUL MAN'S DARKENED ROOM LIKE A BEAUTIFUL FIREFLY, WHOSE HAPPY CONVOLUTIONS HE CANNOT BUT WATCH, FORGETTING HIS MANY TROUBLES.—Helps.

The Weather.

Lower level 8 a.m. Temp. 61; clear.

At the Peak 8 a.m. Temp. 53; clear.

The Mails.

Siberian Mail.—Arrived per s.s. Chenan to-day.

Australian Mail.—Closed per s.s. Tango Maru at 10 a.m. to-day.

Canadian and American Mails.—Closed per s.s. Persia to-day at 11 a.m.

Siberian Mail.—Closes to-morrow per s.s. Luchow at 3 p.m.

Count the Columns.

Yesterday the *Telegraph* published 36 columns of solid reading matter. To-day there will be 35 published.

The Dollar.

The rate of the dollar on demand to-day is 1s 9.7-16d.

Auction Sale.

At the sale of liquors at Mr. G. P. Lammert's sale room on Friday, several lots of cigars will also be sold.

Police Promotions.

Police Officers R. Kent and J. Grant, have, we are informed, been promoted, to the rank of Inspector.

Arrived from Home.

Among the passengers who returned from Home by the Katori Maru to-day were Mr. and Mrs. A. Denison and Mr. and Mrs. H.C.R. Hancock.

Prize-Giving.

The annual prize-giving takes place at the Victoria British School at 11 a.m. to-morrow. Mr. E. Ralphs, Inspector of English Schools, will distribute the awards.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 11.8 a.m. to-day:—

Cyclone or Typhoon.—W. of the northern Ladrone or Mariana Islands, moving W. or W.N.W.

ORDERS TO BELGIUM.

Invaders Pour Proclamations on Victims.

Amsterdam, Nov. 6.

The *Handelsblad* learns from Antwerp that the German authorities in Belgium are issuing more proclamations. The first threatens to punish severely all those who pull down proclamations. The second promises twenty marks to every one who gives up a breech block of a Belgian gun, though it is believed that all the breech blocks were destroyed by the Belgian gunners before they left the guns. A third regulates the sale of newspapers.

No passports are issued at Antwerp for Malines, Ghent, or St. Nicolas. Young men between the ages of 18 and 30 are not allowed to leave Antwerp. The same paper reports that yesterday's mailboat from Flushing was stopped by the Dutch military and 50 Belgians of military age who wanted to join the army were arrested.

Flushing, November 5.

The Germans have issued a new proclamation prohibiting all persons from approaching waterways between Bruges and the coast. Trespassers are warned that they may be shot.

Heavy guns have been mounted on the sand dunes along the coast from north of Ostend to the Dutch frontier. Trenches have also been dug from Heyst inland. Further reinforcements have reached the German fighting line during the present week—Reuter.

NOTES ON THE CRISIS.

THE ALLIES RESUME THE ATTACK.

How the Germans have Entrenched Themselves.

It is good reading that, after the lull of the past few days in Flanders, the Allies have once more set out on a resumption of the offensive, and by a combined attack have succeeded in making what is officially described as substantial progress. There have no doubt been very good reasons why the Allied forces have so long stayed their hand, and, equally, we may take it that factors have been at work which make the present a favourable opportunity for striking a blow at the enemy. We know, in fact, that the Allies' positions have been consolidated, and it may be assumed that by this time the French and British ranks have been materially swelled by reinforcements. The fine generalship which has marked the Allies' campaign in the past is sufficient to warrant the view that the new offensive would not be taken if there were any risk about it.

Aided by Mechanical Force.

It must be remembered that since their occupation of Belgium the Germans have had ample time in which to build up for themselves strong defensive positions, and the task of ousting them is therefore no easy one. Their theory of the offensive and their original urgent desire for swift and decisive victory did not make them careless in regard to providing for defence, and, in spite of the number of men at their command, they appear to have used mechanical force as far as possible. The result has been that they have been able to construct trenches with remarkable speed, and of undoubted strength. On this point a correspondent of one of the Home papers recently pointed out that the Germans have been doing a good deal of their trench-cutting by machinery. Before the war broke out they had provided themselves with a number of mechanical ploughs driven by 200 horse-power petrol motors.

Not Inspiring.

It does not, of course, need much imagination to realise that engines of that power can scoop out trenches much more rapidly than men with spades, and though it is improbable that the number of these machines is so large that they have been available at a moment's notice at every point where entrenchments might become desirable, it cannot be doubted that the machines which have been at hand have proved highly useful to the enemy. All the same, the sight of an invading army digging itself into trenches to resist attack is not one which can have been altogether inspiring from the German point of view. Hiding in trenches does not much assist the scheme for the long-dreamt-of advance on Calais and other coast ports.

The Scandinavian Powers.

Some significance must be attached to the news that the Kings of Norway, Sweden and Denmark are to meet a couple of days hence to discuss conditions arising out of the war. It is said that the discussion will have to do with the economic difficulties which the three countries are experiencing as a consequence of the European upheaval, and the message indicates that the present policy of neutrality is likely to be continued. That may or may not be. In the opinion of many disinterested observers, however, the day will not be far distant when one or other of these nations is brought into the war, and when that day comes, if it does, the situation will take on an entirely new aspect. Bearing in mind Germany's attitude towards Belgium, the fact surely cannot be overlooked that if Germany *were* to be victorious in this war, the position of these three nations would be a most unhappy one, and their integrity would scarcely be worth a day's purchase.

THE HANAMETAL.

Ship Released by Order of the Court.

This morning, Mr. Justice Gompertz, sitting in Prize Jurisdiction, gave his decision in connection with the application by the Crown for the condemnation of the s.s. Hanametal as a lawful prize of the Crown.

The Attorney General, the Hon. Mr. J. H. Kemp, instructed by the Crown Solicitor, Mr. P. M. Hodgson, appeared in support of the application, and Mr. Eldon Potter, instructed by Mr. W. E. L. Shenton, of Messrs. Deacon, Looker, Deacon and Harston, appeared for the claimant, W. Katz, an American citizen, of Shanghai, owner.

Dealing first with the question as to whether the Hanametal was engaged in unneutral service, his Lordship, after quoting various authorities, said:—"There is nothing inconsistent with the duties of a neutral in the carriage of ordinary passengers to or from a belligerent port; on the contrary the consensus of all nations especially favours the continuance during war of the usual operations of trade by neutral vessels. In the present case the Hanametal had as yet no passengers on board. It is not suggested that the Government of the United States or that those in charge of the vessel or her owners had received notice that the passenger traffic by sea from Tsingtau was forbidden all neutral ships. In the absence of such notification I think that a friendly Power would have cause to complain if an intended operation of this kind, not yet carried into effect, were, in the complete absence of positive authority, treated by the Courts of Great Britain as a ground for confiscation." The next ground for consideration which his Lordship dealt with was whether the Hanametal was in the service of the enemy and under belligerent control. He then dealt with the change of officers after the declaration of war and said by the law of the United States of America, a ship wholly owned by an American citizen or an American Corporation is entitled to fly the American flag and to American protection; such ship while trading in Far Eastern waters, but not doing interport trade in the Philippine Islands, may carry a master, officers and crew of any nationality and is still entitled to the protection of the United States. The change of officers was made with the permission of the United States Consul at Tsingtau and was regularly noted in the books of the Consulate. Formally, then, everything was in order and the owner of the vessel was doing no more than the law of his own country permitted him. But the question is whether the vessel was put into the exclusive control of the enemy Government? Was the German master in fact placed on board as an agent of the German Government? His Lordship then summed up the evidence and arguments of counsel on this point and said:—"Putting this part of the case for the Crown at the highest, higher perhaps than the Attorney General cared to put it, it could only be said that the operations of the Hanametal were as consistent with a guilty as an innocent intention. It was suggested that the owner should himself have attended in order to explain the circumstances and show if he could that the Hanametal's voyages were made on his service and not on that of the German Government, but on the whole I think that on this ground, no *prima facie* case has been established against him. There is nothing more than suspicion and suspicion does not carry the case far enough. The suggested ground of confiscation therefore fails." He said there was evidence that the Hanametal left Shanghai, but the railway between Shanghai and Tsingtau was in order and working, and there was no evidence, nor was it suggested, that communication between the two places had been interrupted. It was then quite easy for the Government of Tsingtau to procure any information it desired to receive from Shanghai by a more expeditious channel than the sea route. It was unnecessary then for the vessel to leave Shanghai for this purpose. Then, was the object of the voyage to carry to Tsingtau information to be gathered on the voyage as to the disposition of the ships of the Allies? He thought the answer was that the only direct evidence available was that the vessel was proceeding on a trading voyage in itself perfectly lawful; other neutral vessels—e.g. Japanese,—had shortly before this day been removing non-combatants from Tsingtau and there was nothing to prevent the Hanametal also engaging in the traffic. There was no such direct evidence against her as would be required to stamp as illegal an apparently innocent voyage within the ordinary rights of a neutral ship. His Lordship concluded:—"There is I think room for suspicion, but it is not sufficient. Some positive breach of neutrality must be proved before the vessel of a friendly state can be condemned; and here none has been established. The grounds put forward for confiscation have therefore failed, and it is my duty to order the Hanametal to be released. The question of costs and damages I propose to reserve for the present. I make the order for release, subject to giving of due security by the owners of the Hanametal to pay any costs or expenses they may be ordered to pay.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council is to be held to-morrow. The orders of the day are:—

Second reading of the Bill entitled An Ordinance to amend the Defences (Sketching Prevention) Ordinance, 1895.

Second reading of the Bill entitled An Ordinance to amend the Recreation Grounds Ordinance, 1909.

'EVERY AVAILABLE REGIMENT.'

Fierce German Assault on the British Lines.

Paris, Nov. 7.

A special edition of the New York *Herald* publishes a message, dated November 4, from North-east France, as follows:—

Swept from the coast by the Anglo-French warships and flooded out of their trenches along the Yser, the Germans have once more changed the direction of their attack. Turning southward they are now directing all their efforts upon battering a passage through the Allies' lines near Ypres, abandoning the positions hitherto held by them along the railway between Nieuport and Dixmude.

It seems that the enemy have thrown every available regiment in this part against the British at Ypres. Combats around that important strategical position have been the fiercest yet recorded in Belgium. The Germans have brought up countless guns with which they are shelling the town without respite (passage excised by Censor). Up to the time of writing the Allies have held their ground (page excised).

Guns put into the field by the French have done magnificent work. The Germans evacuated Perwyse hastily, leaving over a thousand dead in the town. They were buried by the Belgians. Perwyse is now a heap of bricks. The streets have disappeared, and piles of ruins have made the place almost impassable. The church has been destroyed, and the cemetery presents a ghastly spectacle. A number of coffins have been torn out of the earth by hundreds of shells.—Exchange.

Contracts for Armour Plate.

Contracts for $10,674,112 worth of armour plate and steel for the new battleships California, Mississippi and Idaho were awarded on October 27 by the navy department to the Bethlehem and Midvale Steel Companies. The Midvale Co.'s contract is for 7,374 tons of A1 armour at $435, 401 tons A2 armour at $486, 290 tons B armour at $466 and 63 tons of C steel at $376. The Bethlehem Co.'s contract, at the same prices, is for 14,748 tons of A1 armour, 802 tons of A2 armour, 580 tons of B armour and 126 tons of C steel.

THE SANITARY BOARD.

OUR LANES TO BE KEPT CLEAN.

The Special Committee Submits its Report.

A meeting of the Sanitary Board was held yesterday afternoon, Mr. G. N. Orme, the President, being in the chair. Those present were the Hon. Mr. E. A. Hewett, Dr. Fitzwilliams, Mr. F. B. L. Bowley, Mr. Ng Hon-tsz, Mr. Chan Kai-ming, Dr. F. Clark, Medical Officer of Health, Lieut.-Colonel Gordon Hall and Mr. W. Bowen-Rowlands, Secretary.

A minute by the President, seconded by the Hon. Mr. E. A Hewett, relative to authorising Sanitary Inspectors (four in number) to enter premises and inspect and seize food in accordance with section 83 of the Public Health and Buildings Ordinance No: I of 1903, was adopted.

The Cleansing of Lanes.

The second item on the agenda was the report of the Committee appointed to consider the best means of dealing with the present insanitary condition of certain lanes and passages which are used in common by two or more tenants.

The report of the Committee read as follows:—We have inspected on several occasions the condition of the alleyways, lanes and yards abutting on blocks of offices and dwellings which are occupied by more than one tenant and find that most of the nuisances which have been complained of are caused by servants throwing refuse of all kinds from the windows and balconies of upper floors into these areas. We consider that the present law is inadequate to deal with such occurrences, as it is in most cases impossible to ascertain which tenant is responsible, and we recommend that section 20 of the Public Health Ordinance be amended by the addition of the following sub-section:— "III. Where the nuisance arises in any lane, yard, passage, landing, stairway, closet or urinal, which is common to two or more tenants of any premises which are occupied as dwellings, offices, workshops or stores, notice under this section shall be served on the owner." We believe that owners of such premises can best meet this obligation by engaging a suitable caretaker whose duty it will be to supervise the cleansing of all places used in common by the tenants. An additional safeguard would be the enclosure of all balconies abutting on such lanes and yards with wire netting.

The Committee was composed of Messrs. Goldring, Chan Kai-ming, Dr. F. Clark and G.N. Orme.

The President said that the Committee appointed to ascertain the best means of dealing with this undoubted nuisance—to inspect blocks of buildings used mainly as offices—had gone into the matter and had endeavoured to find the most expeditious way of obtaining the cleansing of those buildings and lanes and, with that object in view, it had been suggested that that section be added to the Ordinance. If that section were added, the objects sought by the Board would be complete and owners would be held responsible for the premises, where dirty. It was with the object of assisting the owners to the best means of securing that end that the other additional methods and the other additional provisions had been suggested. One caretaker might be selected by them who should be of great assistance to them in seeing those premises properly kept clean, and in that case owners would have premises kept in better condition and they would be saved from the trouble of being continually called upon by notice from the Board to see to the carrying out of that which they could not properly supervise themselves. In addition, wire netting erected by them would probably result, in a large measure, in the dirt and garbage now thrown down, being kept where the dustbins intended. If that section were added, it was left to the owners themselves to choose the way they preferred. He begged to move that the report of the Committee be adopted and forwarded for the consideration of the Government.

Mr. Ng Hon-tsz seconded.

The resolution was carried.

WAR ITEMS.

Earl Kitchener and the Miners.

Earl Kitchener has in the course of his service become deeply impressed with the value of the Northumbrian miner as a military asset. His good opinion is founded upon his observation of the work done in the field by the Northumbrian Fusiliers. He told Lord Grey that he wanted more men of the same class for the new forces which he is organising. Thereupon Lord Grey, visiting the mining centres in the North, explained Lord Kitchener's desire to the miners themselves, with the result that recruiting local committees were formed by the elder men throughout the mining regions, and that large numbers of young miners, many of them athletes, have been enrolled in the ranks. It is probable that they will be organised into a special regiment, in which old acquaintances will have the privilege of marching and fighting together.—*New York Evening Post.*

The Minnesota.

The Great Northern liner Minnesota, which has been laid up at Seattle for weeks, is reported as about to be chartered by the British government to carry horses to Europe. Agents of the British government are said to have purchased 9,000 horses in eastern Washington, Idaho and Montana. The Minnesota can carry 2,000 horses each voyage, and much general cargo in addition.

The late General Franklin.

Lt.-Gen. Sir William Edmund Franklyn, C.B., K.C.B., commanding the Third (Central) Division of Lord Kitchener's Army, who died suddenly at Luton Hoo, was at work five minutes prior to his death. He was present both at the inspection by the King and the inspection by Lord Kitchener of the troops of his command recently. Since October, 1911, he had been military secretary to the Secretary of State for War and secretary of the Selection Board. He attained the rank of lieutenant-general in August, 1910, and was sixth on the seniority list of his rank. General Franklyn was married in 1881, and leaves a widow, two sons, and a daughter.

Picket Boat Rams Mine to Save Cruiser.

London, Nov. 12.—A despatch from Petrograd says: "The correspondents of Finnish newspapers report the heroic sacrifice of the crew of a Russian picket boat in order to save a Russian cruiser which was unwittingly approaching a mine in the Gulf of Finland. Realising that it was too late to signal the danger, the boat deliberately rushed at the mine at full speed. A terrific explosion followed and six out of the crew of seven perished. The survivor, who was severely wounded, has been awarded the decoration of St. George."

Americans in London Give Up Big Dinner.

London, November 11.—The American Society has voted almost unanimously to abandon its Thanksgiving dinner this year and devote the money which would be spent to this end to the relief of the people of Belgium. The relief ship Tellus, chartered by the American Commission for Relief of Belgium, landed 1,200 tons of food in Rotterdam to-day.

Honours for Emden's Captain.

London, November 12.—The Australians are making preparations to welcome Captain Carl von Muller, commander of the German cruiser Emden, destroyed recently by the Australian cruiser Sydney, telegraphs the correspondent at Sydney, N. S. W., of the *Evening News*. They are arranging to show their recognition of his gallantry and courtesy.

A Highlander's V.C.

London, Dec. 6.—A Gazette announces the award of the V.C. to Pte. George Wilson, Highland Light Infantry, for the most conspicuous gallantry at Verneuil on September 14, in attacking a hostile machine gun accompanied by only one man. When the latter was killed he went on alone and shot the officer and six men working the gun and captured it.

German Cables Cut.

Electrical Engineering, an English publication, says: "Germany has five submarine cables which land at Borkum; one goes to Brest, one to Vigo, one to Teneriffe, and two to the Azores to New York. All these have been cut since the war began. They all five pass through the English Channel, so that there has been no difficulty in cutting them, and it is impossible for Germany to restore them. Between Germany and England there are six cables, part owned by the German Government and part by the British Government; traffic on all these has, of course, been interrupted by us."

German Headquarters' Staff Bombarded.

Paris, November 2.—Information reaching here from Belgium had reported the presence of an important headquarters' staff, no doubt that of the Duke of Wurtemberg's army, at Thielt, and particularly at the chateau there. Accordingly a group of aviators, carrying powerful explosive bombs, yesterday received orders to discover and bombard them. From the report made by the aviators on their return it appears that this mission was successfully accomplished. A panic was created amid a large number of motor-cars and among the escorts perceived around Thielt.—Reuter.

King Albert's Escape.

Northern France, Nov. 2.—A German airman in a Taube made a daring attempt at Furnes to kill King Albert and President Poincare by dropping bombs from a height of 5,000 feet while Belgian-French cavalry were drawn up ready for inspection in the square opposite to the Hotel de Ville. The German spy system, however, failed for once in its usual accuracy, for the bomb was dropped half an hour before the President and the King arrived. The missile exploded a short distance away from the square and caused some slight damage.

The Welsh Corps.

A letter from Cardiff to a London paper says: "All energies in Wales are now bent on bringing to a success the scheme for raising a Welsh Army Corps. It is a very big job. Between 30,000 and 40,000 Welshmen have enlisted in the regular army since the international crisis arose. Of these over 23,000 have been raised in Glamorganshire, of which Cardiff is the centre. There are also thousands of Welshmen in the Welsh Territorial regiments. The Welsh Army Corps is intended as an addition to the men whom Wales has already furnished. It is therefore a great undertaking."

Sealing the North Sea.

The Secretary of the Admiralty has given notice that the whole of the North Sea must be considered a military area. In his announcement he states that the Germans have scattered mines in the open sea on the main trade route from America to Liverpool, thus causing the destruction of peaceful merchant ships. Only by good luck did the White Star liner Olympic escape being blown up. All merchant and fishing vessels are warned of the dangers they encounter by entering the North Sea except in strict accordance with Admiralty directions. From November 5 onwards all ships passing a line drawn from the northern point of the Hebrides through the Faroe Islands to Iceland do so at their own peril. Ships of all countries wishing to trade to and from Norway, the Baltic, Denmark, and Holland are advised to come, if inward bound, by the English Channel and the Straits of Dover. There they will be given sailing directions which will pass them safely, so far as Great Britain is concerned, up the east coast of England to Faroe Island, whence a safe route will, if possible, be given to Lindesnaes Lighthouse. From this point they should turn north or south according to their destination, keeping as near the coast as possible.

Roumania Threatening Action.

The last Council of Ministers discussed the situation in Servia and the position Roumania should take up in view of the latest events. The Premier, M. Bratiano, after an audience with the King, fully explained the European situation, indicated the consequences of the events in Servia, and mentioned the negotiations with other Powers and the measures Roumania may be compelled to undertake.

Rice for Germany.

At Como the Government has stopped 100 cars containing rice, marked for delivery in Switzerland, but really intended for Germany. Italy has forbidden the export of foodstuffs, which has resulted in increase of local prices.

DAIRY FARM NEWS.

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BOMBARDED FROM THE SEA.

Allied Fleets' "Hell-Fire" for the Germans.

Paris, Nov. 6.

A representative of the *Matin*, who was aboard ship following the naval operations on the coast of Belgium, says: Apart from the cruiser (?) Venerable, the squadron comprised 15 destroyers with sufficiently powerful artillery, but having little drawing power suitable for shallow coastal waters, such as are found off the coast of Belgium. The German etat-major absolutely desired to take Nieuport and he sent against the town masses of troops, followed by formidable armaments. That force is being bombarded without relaxation by the fleet, whose firing has resulted in a terrible carnage among the Germans.

Armoured vessels with heavy guns of long range, exceedingly mobile, have bombarded effectively the country for more than ten kilometres and have literally vomited "hell-fire" in that region, which is particularly flat. The enemy is easily picked out and distinguished. The Germans have experienced terrible losses. Their batteries have been destroyed, and although they have sent to the coast some of their most powerful guns their firing on our vessels has done but little damage. The losses to our naval squadron are insignificant.

The account also states that these operations were directed by Rear-Admiral Hood of the British Fleet.—Exchange.

F.M.S. Tin Trade with America.

Ipoh, Dec. 7.—A letter from the Osgood Exploration Company of Chicago was laid on the table at the meeting of the Council of the F.M.S. Chamber of Mines. It suggests the establishment of a direct trade in tin with America, and desires to set up relations with producers for taking their entire production, produced in any form. The Chamber have taken no steps in the matter.—*Singapore Free Press.*

CIGARETTE AND TOBACCO FUND.

The latest donations received by the *Telegraph* to the above fund are:—

$20.—Mr. Fillis Kadoorie.	
$1 each.—"Non-smoker;" and H.	
20 cents each.—B. L.; A. T.; G.; F. L.; J. O.	
The above totals	$23.00
Already acknowledged	184 30
Total to date	$207.30

Steamship Transfer.

The regular steamship service from New York to the Netherlands Indies, which up till now has been carried on by the Bremen Hansa Line, will now be taken over by the Netherland and Rotterdamsche Lloyd.

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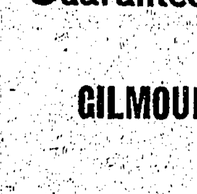
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Destination.	Steamers.		Sailing Date
MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said	§Kitano Maru Capt. Cope	T. 16,000	WEDNES., 23rd Dec., at 10 a.m.
	§Fushimi Maru Capt. Irizawa	T. 25,000	WEDNES., 30th Dec. at 10 a.m.
VICTORIA, B.C., and SEATTLE via S'hai, Moji, Kobe, Yokkaichi, and Yokohama	§Shidzuoka Maru Capt. Deguchi	T. 12,500	TUES., 29th Dec. at noon.
	§Tamba Maru Capt. Nagasuye	12,500	TUES., 12th Jan. at noon.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Tango Maru Capt. Soyeda	T. 13,500	WEDNES., 16th Dec. at noon.
	Nikko Maru Capt. R. Takeda	T. 9,600	WED., 13th Jan. at noon.
CALCUTTA via S'pore, Penang & Rangoon	Tosa Maru Capt. Takano	T. 12,000	SATUR., 26th Dec.
BOMBAY via Singapore and Colombo.	Rangoon Maru Capt. Nomura	T. 10,000	SAT., 26th Dec.
S'HAI and Kobe...	Jinsen Maru Capt. Tereda	T. 5,000	WEDNESDAY, 30th Dec.
S'HAI and Kobe ..	Sanuki Maru Capt. Date	T. 12,500	FRIDAY, 18th Dec.
NAGASAKI, Kobe & Yokohama	Hitachi Maru Capt. Sado	T. 13,500	WEDNES., 13th Jan. at 5 p.m.
KOBE & Yokohama	Katori Maru Capt. B. Kon	T. 2,000	WEDNES., 16th Dec. at noon.

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Kashima "	20,000 "	" 25th February
Mishima "	16,000 "	" 11th March
Suwa "	25,000 "	" 25th March
Atsuta "	16,000 "	" 8th April
Yasaka "	25,000 "	" 22nd April
Miyasaki "	16,000 "	" 6th May
Kitano "	16,000 "	" 20th May
Fushima "	25,000 "	" 3rd June

FOR AMERICA.

Aki Maru	12,500 tons	Tuesday	26th January
Sado "	12,500 "	"	9th February
Yokohama "	12,500 "	"	23rd February
Awa "	12,500 "	"	9th March
Shidzuoka "	12,500 "	"	23rd March
Tamba "	12,500 "	"	6th April
Aki "	12,500 "	"	20th April
Sado "	12,500 "	"	4th May

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CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SWATOW & SHANGHAI ...	Chinkiang.....	17th Dec. at d'light
SHANGHAI.....	Luchow	17th Dec. at 4 p.m.
SHANGHAI.....	Chenan	20th Dec. at d'light
MANILA, CEBU & ILOILO...	Chinhua	22nd Dec. at 4 p.m.
MANILA, CEBU & ILOILO...	Taming	29th Dec. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

☞MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Tean." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tean."

☞SHANGHAI LINE.—The Twin Screw steamers "Anhui" and "Chenan" and the S.S. "Kanchow," "Liangchow," "Luchow" and "Yingchow" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

These steamers land passengers in Shanghai, avoiding the inconvenience of trans-shipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.
Agents.

Telephone No. 36
Hongkong 16th Dec., 1914.

SHIPPING

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjiliwong	...JAPAN	...2nd half Dec.	.....JAVA	...2nd half Dec.
Tjikini	.....S'HAI	...2nd half Dec.	.....JAVA	...1st half Jan.
Tjipanas	.....JAVA	...2nd half Dec.	.....JAPAN	...1st half Jan.
Tjikembang	JAVA	...1st half Jan.	.....S'HAI	...1st half Jan.
Tjimanoek	...JAVA	...2nd half Jan.	.....S'HAI	...1st half Feb.
Tjibodas	.....JAVA	...2nd half Jan.	.....JAPAN	...1st half Feb.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574 York Building. [15

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed		Leaves Hongkong
Chiyo Maru	22,000 - 21 knots	Tuesday, 5th	January.
Tenyo Maru	22,000 - 21 knots	" 26th	January.
Nippon Maru†	11,000 - 18 knots	" 9th	February.
Shinyo Maru	22,000 - 21 knots	" 23rd	February.

† via Manila, omitting Shanghai.

Steamers via Shanghai leave at noon.
Steamers via Manila leave at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.
First Class to New York.....£60. " " £96.10.
" " " San Francisco £45. " " £68.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Kiyo Maru 17,300 - 15 knots 9th Jan.

Thence by TRANS-ANDEAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

O. WURIU. Acting Agent.
KING'S BUILDINGS.

Telephone No. 291

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
St. Albans	2nd Jan.	19th Dec.
Aldenham		29th Jan.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity: All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.
Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.		
Haiching ...	W. C. Passmore.	FRI.,	18th Dec. at 1	p.m.
Haiyang ...	A. E. Hodgins...	TUES.,	22nd Dec. at 1	p.m.

FOR SWATOW.

Haimun.....	A. H. Stewart...	WED.,	16th Dec. at 1	p.m.
Haimun.....	A. H. Stewart...	SUN.,	20th Dec. at 10	a.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.

LOG BOOK.

Dockers' Dispute at Middlesbrough.

Dockers at Middlesbrough were unloading a Japanese liner, and on return from breakfast were stopped. They claimed 1s. 3d., a quarter day's pay. The Dockers' Union contended that if men were not notified before the meal time and returned to work after the meal, they should be paid to the next interval, whether they worked or not. The stipendiary has upheld this contention, and given judgment for the men.

Annual Shipping Returns.

The annual statement of the navigation and shipping of the United Kingdom for 1913 has just been issued as a Blue Book by the Commercial Department of the Board of Trade. With regard to foreign trade, the report shows that the total number of British vessels entered with cargo and in ballast was 39,692, with a total tonnage of 46,802,900. These figures compare with 8,100 vessels, with a tonnage of 44,291,800 for 1912. Foreign vessels entered with cargoes and in ballast are given as 38,928 of 35,545,600 tons and 35,957 of 31,898,800 tons respectively for the two years. The total of British and foreign vessels entered with cargoes and in ballast for 1913 was 78,620, against 74,057, and the tonnage 82,148,600, against 76,100,600. Respecting vessels cleared, the number of British with cargoes and in ballast was 37,651 of a tonnage of 46,646,700, against 36,102 of a tonnage of 44,374,000 in the previous year. Foreign vessels cleared with cargoes and in ballast numbered 38,997 and the tonnage 36,014,400. The corresponding figures for 1912 were 35,965 vessels and 31,891,500 tons. The total of British and foreign vessels cleared with cargoes and in ballast was 76,648 of a tonnage of 82,661,000, comparing with 72,007 vessels of 73,266,400 tons in 1912. It is interesting to note that the largest tonnage shown to the credit of any individual foreign country in vessels entered during 1913 is that for Germany at 11,066,000 tons, while the clearances to that country at 9,142,300 tons are only slightly lower than France and the United States, who hold the leading positions. A comparison of the foreign trade of the principal ports shows that 13,725,200 tons of shipping entered the Port of London during 1913 and 11,403,900 tons departed. Second in the list, both as to arrivals and departures, is Liverpool, with 12,054,100 tons and 11,209,400 tons respectively, while Cardiff comes third with 7,617,500 tons and 10,447,200 tons. In a table of the principal nationalities of the ships engaged in foreign trade with this country during the year Germany is shown second as regards tonnage, with 9,073,000 tons entered and 9,087,600 tons cleared.

Moratoria Abroad.

The *Board of Trade Journal* states that the New Zealand Parliament has passed an act known as the Mortgages Extension Act, under the provisions of which it is not lawful for a mortgagee, without the leave of the Supreme Court of New Zealand, to foreclose so long as the war lasts, and for a period not exceeding six months after war has ceased. The provisions of the Act also apply to agreements for sale and purchase of land and to leases of land containing an optional or compulsory purchasing clause. In Cyprus the moratorium has been extended to October 13. Our Minister at Rio de Janeiro reports the publication of a decree, dated August 21, authorising the Brazilian Government to issue paper notes to the value of 250,000 contos of reis, of which 150,000 contos are to be set apart for meeting duly authorised Treasury liabilities and 100,000 contos for loans to banks. Ten per cent. of the weekly Customs receipts of Rio de Janeiro and Santos are to be earmarked for paying off the 150,000 contos, while the bank loans must be paid off by the end of 1915. The issue of a portion of these notes to the value of 150,000 contos of reis was authorised by a further decree of the same date. Of this amount, 100,000 contos are for loans to banks and 50,000 contos for meeting Treasury liabilities.

Oysters, Fresh, Fried or Stewed
Findon Haddocks, Kippers &c.
ALEXANDRA CAFE.

SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship		On
HAIPHONG	Loksang	Thur.,	17th Dec. at d'light
KOBE & Moji	Kumsang*	Fri.,	18th Dec. at d'light
MANILA	Loongsang*	Sat.,	19th Dec. at 3 p.m.
SHANGHAI	Wingsang†	Tues.,	22nd Dec. at d'light
S'PORE, P'ang & C'cutta	Fooshing	Thur.,	24th Dec. at 3 p.m.
MANILA	Yuensang*	Sat.,	26th Dec. at 3 p.m.
S'PORE, P'ang & C'cutta	Yatshing	Wed.,	30th Dec. at 3 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatshing" "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin, Dalny, Weihaiwei.

‡ Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simpornt, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage,

Apply to **JARDINE, MATHESON & CO., LTD.**
Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice.

"SHIRE" LINE SERVICE-HOMEWARD.

For	Steamers.	Date of Departure.
LONDON & HULL	Merionethshire	21st Dec.
LONDON	Radnorshire	24th Jan.

TRANS-PACIFIC "SHIRE" & "GLEN" JOINT SERVICE.

V'TORIA, V'VER, S'TLE, TACOMA & P'LAND...	Glengyle	15th Jan.

For freight and further particulars, apply to

JARDINE, MATHESON & CO., LD.
Telephone No. 215 Sub. Ex. No. 9. Agents. [9

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.
Telephone No. 215. Agents. 14

THE TAIKOO DOCKYARD & ENGINEERING Co. OF HONGKONG, Ltd.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS FORGEMASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 787' x 88' x 34'6"
Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

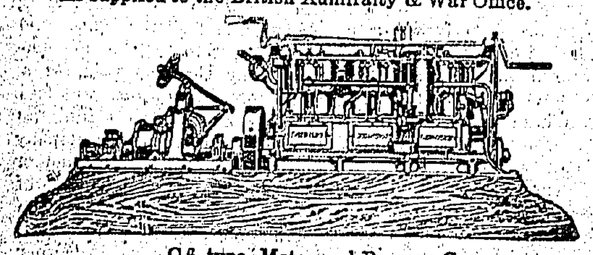
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for:—

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 150 B. H. P.
As supplied to the British Admiralty & War Office.



C.6. type Motor and Reserve Gear.
B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.
MOTOR PUMPING AND LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager
11 a.m. to 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN, AGENTS.
Telegraphic Address:—"TAIKOODOCK."
TELEPHONE No. 221.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
London via Usual Ports of Call	Malta	P. & O.	18, Dec.
London & Hull	Mer'shire	J. M. Co.	21, Dec.
M'les, L'don via S'pore etc.	Kitano M.	N. Y. K.	23, Dec.
Marseilles via Ports	Nera	M. M.	29, Dec.
L'don, S'pore, via P'ang, C'bo, &c.	Nagoya	P. & O.	1, Jan.
London	Radnorshire	J. M. Co.	19, Jan.

NEW YORK, SAN FRANCISCO AND CANADA.

San F'co via Manila & Japan &c.	Persia	P. M. Co.	16, Dec.
Victoria, V'ver & Seattle etc.	Kenxon M.	B. L. L.	21 Dec.
San F'co via S'hai & Japan &c.	Korea	P. M. Co.	22, Dec.
V'ia, B.C., T'ma via K'lung, Japan	Chicago M.	O. S. K.	24, Dec.
B'ton & New York via Suez Canal	Suimosa	D. & Co.	24, Dec.
New York via Panama Canal	Chalister	D. & Co.	30, Dec.
San F'cisco via S'hai & Japan &c.	Chiyo M.	T. K. K.	5, Jan.
V'ia, B.C., T'ma via K'lung, Japan	Canada M.	O. S. K.	6, Jan.
South America Line	Kiyo M.	T. K. K.	9, Jan.
San F'cisco via M'la & Japan &c.	China	P. M. Co.	12, Jan.
Victoria, Vancouver, Seattle, Tacoma & Portland &c.	Glengyle	J. M. Co.	15, Jan.

AUSTRALIA.

Australian Ports via Manila	Tango M.	N. Y. K.	16, Dec.
Australian Ports	St. Albans	G. L. Co.	19, Dec.
Australian Ports via Manila	Nikko M.	N. Y. K.	13, Jan.

SINGAPORE, COAST PORTS AND JAPAN.

Kobe and Yokohama	Katori M.	N. Y. K.	17, Dec.
Hoihow and Haiphong	Loksang	J. M. Co.	17, Dec.
Swatow, Amoy & Foochow	Haiching	D. L. Co.	18, Dec.
Manila	Loongsang	J. M. Co.	19, Dec.
Moji and Kobe	Banri M.	D. & Co.	21, Dec.
Hoihow, Pakhoi and Haiphong	Sungkiang	B. & S.	22, Dec.
Singapore, Batavia, Cheribon, etc.	Riojun M.	D. & Co.	22, Dec.
Bombay via S'pore & Colombo	R'goon M.	N. Y. K.	26, Dec.
S'hai, Moji, Kobe and Yokohama	Nile	P. & O.	27, Dec.
Delagoa Bay, D'ban, E. L'don &c.	Surat	B. L.	28, Dec.
S'hai, Moji, Kobe and Y'hama	Nile	P. & O.	30, Dec.
S'pore, P'ang & C'cutta	Yatshing	J. M. Co.	30, Dec.
Moji & Kobe	Hokuto M.	D. & Co.	7, Jan.
Bombay via S'pore, Port S'ham, Penang & Colombo	Peking M.	O. S. K.	M. of N.
Shanghai	Tjitaroem	J.C.J. L.	Q. desp.
Java	Tjiliwong	J.C.J. L.	S. half O.
Shanghai	Tjipanas	J.C.J. L.	O. desp.
Shanghai	Tjimanoek	J.C.J. L.	F. half N.
Japan	Tjibodas	J.C.J. L.	F. half D.
Shanghai	Tjikembang	J.C.J. L.	F. half J.

TO SAIL

REGULAR STEAMSHIP SERVICE.

Proposed Sailing from Hongkong

The s.s. "SHIMOSA"

sails on or about the 24th December.

For BOSTON & NEW YORK via SUEZ

The s.s. "CHALISTER"

sails on or about the 30th December.

For NEW YORK via PANAMA CANAL.

For Freight and further information apply to

DODWELL & CO., LTD.
Hongkong, 14th December, 1914. Agents.

MOVEMENTS OF STEAMERS.

AMERICAN MAIL.

The P. M. s.s. PERSIA will be despatched from this port on Wednesday, December 16, at noon, for San Francisco, via Manila, Nagasaki, Kobe, Yokohama and Honolulu.

CONSIGNEES

PACIFIC MAIL STEAMSHIP COMPANY.

From SAN FRANCISCO, JAPAN PORTS and MANILA.

S.S. "KOREA."

The above mentioned vessel having arrived consignees of cargo are hereby notified to send in their bills of lading for countersignature and take immediate delivery of cargo from alongside. Cargo impeding discharge will be landed immediately at consignees' risk and expense.

Cargo remaining on board Thursday, Dec. 17th, 1914, at noon will be subject to landing charges and if undelivered on Monday, Dec. 21st, 1914, at 5 p.m. will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's godown on Saturday, Dec. 19th, 1914, at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before January 15th, 1915, otherwise they will not be recognized.

R. C. MORTON,
Agent.
Hongkong, 15th December, 1914.

INDO-CHINA STEAM NAVIGATION CO., LTD.

From CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG"

having arrived from the above Ports Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 p.m. the 14th inst. will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by:—

JARDINE, MATHESON & CO., LTD.
General Managers.
Hongkong, 12th December, 1914.

VESSELS IN PORT.

Steamers.

Tjimanoek, Dut. s.s. 3,521, 4th instant—Amoy, 3rd inst., Gen.—J.C.J.L.

Singan, Br. s.s. 1,047, H., Trowbridge, 4th inst.—Haiphong, 2nd inst., Rice—B. & S.

Swindon, Br. s.s. 3,242, W.E.G. Jones, 12th inst.—Cardiff, 24th Oct., Coal—Admiralty.

Tango Maru, Jap. s.s. 7,475, K. Soyeda, 14th inst.—Nakasaki, Gen.—N. Y. K.

Kuiechow, Br. s.s. 1,220, Forsyth, 14th inst.—Tientsin, 7th inst., Gen—B. & S.

Chinkiang, Br. s.s. 1,229, G. R. Ainslie, 13th inst.—Swatow, 11th inst., Gen.—B. & S.

Loksang, Br. s.s. 978, D. W. Ritchie, 13th inst.—Haiphong, 9th inst., Rice—J. M. & Co.

Korea, Am. s.s. 3,780, A. W. Nelson, 15th inst.—Manila, Gen.—P. M. S. Co.

Luchow, Br. s.s. 1,221, Meathrel, 13th inst.—Shanghai, 10th inst., Gen.—B. & S.

Rynsho Maru, Jap. s.s. 1,743, Kaneda, 14th inst.—Dairen, 8th inst., Gen—M. B. K.

Haimun, Br. s.s. 641, Stewart, 15th inst.—Swatow, 14th inst. Gen.—D. L. & Co.

C. Radcliffe, Br. s.s. 3,675, Mathias, 14th inst.—Cardiff, 24th Oct., Coal.—Admiralty.

Damodocus, Br. s.s. 4,269, A. S. Dodd, 15th inst.—Liverpool, 7th ult., Gen.—B. & S.

Nikko Maru, Jap. s.s. 3,447, B. Takeda, 14th inst.—Manila, 12th instant, Gen.—N. Y. K.

Hue, Fr. s.s. 703, A. Cornelissen, 14th inst.—Haiphong, 13th inst. Gen.—A. R. Marty.

Wakamatsu Maru, Jap. s.s. 2,878, Yamaneka, 14th inst.—Wakamatsu, 8th inst., Coal.—M. B. G. K.

Hopsang, Br. s.s. 1,389, Robertson, 15th inst.—Saigon, 9th inst., Rice—J. M. & Co.

TO SAIL

FOR SAN FRANCISCO.

Through Bills of Lading can be issued to New York, Chicago and all interior points in U.S.A.

The Steamship

Also calling at Seattle if sufficient inducement offers.

This fine steamer has excellent accommodation for first and second class passengers.

For Rates of Freight, passage money, etc. apply to

SHEWAN TOMES & Co.,
Hongkong, 4th December, 1914. Agents.

"INDRA" LINE LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

THE Steamship

For freight and passage apply

JARDINE, MATHESON & Co., Ltd.
Hongkong 9th October, 1914. General Agents.

FOR VICTORIA, VANCOUVER, SEATTLE AND SAN FRANCISCO.

The Steamship

"KENKON MARU"

will be despatched from Hongkong for above ports on the 21st December.

For rates of freight and other particulars apply to

THE BANK LINE LIMITED.
Hongkong, 12th December, 1914. Agents.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.
Codes Used: A1; A.B.C. Fifth Edition; Engineering, First and Second Edition; Western Union and Watkins'.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.
All classes of light Steel work manufactured by the above process.
Tanks, Drums, Ventilators, Pipes, &c., &c.

HEAD OFFICE: KOWLOON. Telephone No. 1 K.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH ON KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVER SILL AT ORDINARY SPRING TIDES	RISE OF TIDE SPRINGS	RISE OF TIDE NEAPS
KOWLOON					
No. 1 Dock, Kowloon	700'	86' top, 70' bottom	30'	7' 6"	
No. 2 Dock, Kowloon	371'	74'	18' 6"	7' 6"	
No. 3 Dock, Kowloon	264'	49' 3"	14'	7' 6"	
Patent Slip, No. 1 Kowloon	240	60'	14'	7' "	
Patent Slip, No. 2 Kowloon	230'	60'	12'	7' "	
TAI-KOK-TSUI					
Cosmopolitan Dock	466'	82'	20'	7' 6"	
ABERDEEN					
Hove Dock	430'	84'	22'	7'	
Lamont Dock	332'	64'	18'	7'	

TOWN OFFICE: QUEEN'S BUILDINGS. Telephone No. 30, Hongkong.

Please Address Enquiries to the Chief Manager,

R. W. DYER B.Sc. M.I.N.A. Kowloon Dock, Hongkong

THE HONGKONG TELEGRAPH.

EXTRA

HONGKONG, WEDNESDAY, DECEMBER 16, 1914.

TO-DAY'S LATEST WAR TELEGRAMS.

FURTHER PROGRESS IN BELGIUM.

ALLIED TROOPS CONTINUE TO ADVANCE.

[Reuter's Service To The "Telegraph."]

Dec. 16, 1.20 a.m.

The Paris official evening announcement states that the Franco-Belgian troops debouched from Nieuport and occupied a line of trees from Lombaertzyde to a farm at St. Georges. We made an attack south of Ypres, in the direction of Kleinzillebeke, and advanced five hundred metres.

We continue to hold the heights commanding Steinbach, in Alsace.

Elsewhere there is nothing noteworthy to report.

VIENNA LEARNING THE TRUTH.

Austrian Leaders Preferred Conflict with Russia to Revolution.

Milan, Nov. 12.—Little by little in these distressful hours the people of Vienna are learning the true inwardness of this war. They did not understand at the time the significance of the visits made by the German Emperor in the early spring to Emperor Francis Joseph and to the late Archduke Francis Ferdinand. It is extremely doubtful whether the Kaiser divulged the whole extent of his plans to the Emperor, who had always been firm for peace and wished to end his days in quiet.

But there is little doubt that when the Kaiser met the late Archduke at Marimare and Konospicht the Archduke accepted the Kaiser's views that the moment had come to strike against the rising power of Russia and of the Slav races generally in the near East.

The Kaiser had a meeting with the King of Italy at Venice on his way to Corfu and is believed to have given him several general hints of his views on the subject of crushing Russia, but it is improbable that the King got any definite idea what was really afoot.

Nor is it likely that Emperor Francis Joseph's consent to the war against Servia, or, indeed, to any hostile enterprise, would have been obtained had it not been for the double assassination at Sarajevo.

Though the Emperor had been deeply incensed at the action of the Archduke in taking his wife, who had no sovereign rights, on a semi-regal tour in provinces whose loyalty was very dubious, and though he loved the late Archduke least of all of the imperial family, he was made to feel that the insult to the imperial house implied by assassination must be avenged by blood.

Austria must have been aware of the folly of the war. The only feasible explanation of her act is that she was faced by a grave internal crisis. For three years prices of ordinary commodities had been rising steadily. Since Christmas the question of ways and means had become pressing, even for the well-to-do.

Added to this, the lack of housing accommodation in both Vienna and Budapest was causing great discontent. This lack of accommodation was more irritating, perhaps, to the better class workman and the small official than the shortage of provisions. He always hoped that some plan would be found to meet the demand for cheaper meat and that the daily loaf would take on the proportions of former years.

But the sight of the constant demolition of all the old landmarks, the tearing down of the small flat that had served the needs of his fathers before him, and the erection of palatial residences vexed him mightily.

Vienna last spring looked like a city that had been besieged. The unhoused, many of whom were sleeping in huts in the vineyards around the city because they could not obtain shelter, made common cause with the rougher elements of the city.

It is impossible that the statesmen who were sufficiently astute to guess what the war would mean, felt that it was a choice between popular disturbances and war. They preferred the latter alternative, as they have always believed that the numerous nations that composed the monarchy would be welded into one when summoned to defend their fatherland. They forgot that pro-Slav feeling had been working silently, but none the less effectually, in the disaffected provinces, and they fondly believed that their somewhat harsh methods of repression had really suppressed the sedition that had been seething in the frontier lands.

At the time of the assassination of the Archduke Francis Ferdinand Bosnia and Herzegovina were thoroughly disaffected. The annexed provinces were no doubt rendered discontented by Servian successes in the Balkan wars, but tact on the part of the Austrian officials might have averted the danger. Instead of this they were harshly dealt with.

During the period between the assassination and the outbreak of the war arrests of prominent Bosnian citizens were of daily occurrence. Mayors of cities, heads of communes, were subjected to domiciliary visits, their writing tables emptied of their contents by insolent soldiers and they themselves subjected to house arrest. When it was discovered that nothing could be proved against them they were allowed to go forth again, but no kind of apology was offered them for such high-handed treatment.

Day after day it was announced in Vienna that there was no news from the Servian front. Trains of wounded, however, came up from the south daily. They unloaded their sad burdens in the wilds of the Prater, through which the Vienna Circle Railway runs, and the men were laid in hastily erected tents amid the thick foliage of the trees. News came, too, of disease—cholera and dysentery—among the men who had gone to the front. Presently the troops sent south and south-east were hastily summoned back.

A young officer came to Vienna at the early hour of 7 in the morning. "Why are you called back?" he was asked.

"We have decided not to waste further shot and powder on the Servians," he said; "they are already defeated and not worth troubling about."

INDIANS AT LAW.

A Question of a Canteen Partnership.

In the Summary Court, this morning, before the Puisne judge (Mr. H. H. J. Gompertz), Hafiz Karim Bux, 64, Queen's Road Central, asked that the defendants Noor Din and Mohamed Din, Beaconsfield Arcade, trading under the firm name of Noor Din, wherein the plaintiff was a partner, have an account taken of the canteen, coffee bar and supper room business, formerly carried on at Murray Barracks and at Singapore, and that the defendants pay to plaintiff whatever sum may be found due to him.

Mr. J. H. Gardiner appeared for plaintiff; and Mr. P. W. Goldring (Messrs. Goldring and Phillips) represented the defendant Noor Din.

Mr. Gardiner stated that the first defendant, Noor Din, was at Singapore, managing the branch of the firm there. If his Lordship held that these two men were carrying on business here, it would be sufficient. The facts of the case were that plaintiff, who had previously carried on a business similar to the one in this case, in 1911-12, was introduced to Mr. Arculli. Subsequently defendants were also introduced to this gentleman and it was mentioned to him that defendants hoped to secure this canteen business on arrival of the King's Own Yorkshire Light Infantry. The defendants asked if Mr. Arculli would finance the venture, which he promised to do, more on behalf of plaintiff, because he knew him first and he took some part in the religious ceremonies of the mosque. In October, 1912, defendants informed Mr. Arculli that they had secured the business, not only here but in Singapore, and it was arranged that defendants and plaintiff should enter into a partnership to run these businesses. An Indian agreement was prepared, and it was submitted to Mr. Arculli to translate. Subsequently it came into the possession of the second defendant, and it had not been produced by defendants in this case. The arrangement come to was that plaintiff should receive half profit, and that the defendants should divide the other half between them. Plaintiff carried on the Singapore business for some time, but, quarrelling with the second defendant, returned to Hongkong and expressed a wish to retire and have the accounts settled. The books were kept in English, of which plaintiff had no knowledge. Defendants denied partnership and, moreover, said that the business, which was subsequently closed by the commanding officer of the Yorkshires, had been run at a loss.

His Lordship (to Mr. Gardiner): —You have come in to share the losses?

Mr. Gardiner said it was not admitted that there had been losses. Plaintiff was brave enough to take the risk.

Mr. Goldring mentioned that one issue was that, if there was a partnership, all accounts had been settled.

The hearing was adjourned until to-morrow morning.

Death of Mr. A. R. Marty.

We regret to announce the death of the senior member of the firm of A. R. Marty, Monsieur Auguste Raphael Marty, which took place at Haiphong (Tonkin) yesterday, the 15th inst.

Carpentier's Fortune Wiped Out by War.

Paris, Nov. 12.—The war has cost Georges Carpentier, the pugilist, nearly the whole of his fortune, amounting to about a quarter of a million dollars, earned in the prize ring. Carpentier's savings were invested in the coal mines of Lens and Courrieres, which have been destroyed.

NO PASS.

MOTOR-CAR PARTY HELD UP.

An Exciting Scene in the New Territories.

This morning, in the Police Court, before Mr. F. A. Hazeland, N. C. Petrie was summoned for behaving in a disorderly manner on the Yaumati-Taipo Road, on December 6, whereby a breach of the peace might have been occasioned. There was also a further summons for assaulting Havildar Indru, of the 40th Pathans, who was on picket duty.

Mr. P. M. Hodgson, Crown Solicitor, prosecuted, and Mr. Leo D'Almada e Castro defended.

Mr. Hodgson said that the defendant was charged under two counts, one with behaving in a disorderly manner, under the Summary Offences Ordinance, and also with assaulting the complainant. The case occurred on the Yaumati-Taipo Road on December 6. It appeared that the defendant went out with a party in a motor car towards Taipo. On the road he was stopped by the sentry, who was on picket duty there, as a sort of examining guard, as there was in many places in the Colony, for examining people passing, and enabling them to go out into the New Territory. The motor car was stopped and complainant asked the defendant where his pass was.

The defendant apparently did not know whether he should have one or not, and the complainant produced a specimen pass. The defendant, he supposed, was annoyed and knocked the pass out of his hand. That, he thought, would be the story told by the defence, but the havildar would tell his Worship that the defendant snatched the pass away, tore it in two pieces, and, after throwing them on the ground, struck complainant on the chest.

If the assault did take place, then the first charge was merged into the second. If his Worship found the defendant did assault the complainant, who was on guard and in uniform, it was, of course, a very serious offence and he would ask his Worship to deal with it severely. If he found he did not assault the complainant, but behaved in a disorderly manner, then, of course, it was not such a serious crime, but it was an offence because the examining picket could not be treated like that.

Mr. D'Almada said he had been instructed to issue cross-summonses against the havildar by all the members of the party on the motor car, for assault.

The complainant bore out Mr. Hodgson's opening and said that, after the defendant assaulted him, he turned out the guard, ordered them to fix bayonets, to load, and to prevent the motor car proceeding.

In answer to Mr. D'Almada, the havildar said there were two kinds of passes, one in Chinese and the other in English, and if the motor car had possessed one he would have let it by. Had there not been one, the car would have to go back.

These specimen passes have been in your possession since the war began?—They have been in my possession since my picket was begun.

How long has this pass been in your possession?—Since the war began.

And when you did not use it you doubled it up and put it in your pocket?—It was kept in a piece of paper too.

Was it doubled up?—Yes.

Assuming a man in a motor car refused to stop, you have power to shoot him; am I right? —If he would not stop I have to shoot him.

His Worship:—If he assaults you, can you shoot him?—Yes.

Mr. D'Almada:—How many persons were there in the car when you first saw it?—Four ladies and four gentlemen, including the defendant and the chauffeur.

Do you expect a car to stop instantaneously when you put up the signal?—Yes; he would have to stop.

You have stopped numerous cars?—Yes.

And as a rule when you put up your hand, the car slows down and comes right on to you?—Yes.

That is what they did on this occasion, isn't it so?—No; they did not stop when the sentry ordered them; they wanted to go ahead. They did not stop when the signal was made, but when I stepped in front and put up my hand, they stopped.

They didn't attempt to knock you down?—No.

Witness said when the car stopped he took out his specimen pass and showed it to the defendant. The defendant read the pass, tore it, threw it on the ground, and then struck witness.

Can you suggest any reason why the defendant should have acted in the manner you say he did?—I don't know; perhaps he took the guard as a mere nothing.

Were you, yourself, behaving in a disorderly manner?—I simply carry out my orders. I am not one who drinks.

Complainant admitted that Mr. Carroll, who was one of the party, asked to be taken to the commanding officer, but, as this was impossible, the telephone was resorted to.

Later, while the party was being detained, he was spoken to by an English sergeant in the Army Service Corps.

Mr. D'Almada:—And you pushed him away with your hands and told him to go away?—No; I did not.

These people were detained for fully two hours, and not half an hour, as stated by you?—I have orders to stop them and even if it were two, four or twenty they would have to stop. I should think they were stopped about half an hour.

Did you receive orders to release them?—I received an order:—If they have no pass, turn them back.

Another native soldier, after corroborating, said that on the instructions of the havildar, the guard turned out, fixed bayonets, loaded magazines and stood all round the car. The picket consisted of the havildar and three sepoys.

Mr. D'Almada:—Did you suspect the party in the car to be Germans?—Yes.

Did the havildar say to you that he also suspected them to be Germans?—Yes.

And your other two sepoys also suspected them to be Germans?—The havildar thought so, and perhaps they thought so too.

And because he thought that, he took up this aggressive attitude? When I join the force I take an oath to serve the King and do what I am told to do.

Did you stop these people because you thought they were Germans?—Yes.

For the defence, Mr. D'Almada said the defendant was a marine engineer in the Colony and he was out with a party on Sunday, December 6, for a ride in a motor car, intending to go to Taipo. This was not the first occasion that he had taken the trip, and he would tell his worship that he was in the company of four ladies and two other gentlemen, one of whom was the Colonial Secretary of Macao, who was here on a pleasure trip. The defendant would tell them that, passing along the road, they were stopped by the sentry and the car slowed down. When they reached the sentry, the havildar created quite a disturbance by shouting and calling them all sorts of names, and when the defendant stepped out of the car, he produced the pass. The defendant said "I don't want to know anything about the pass, I want to know why you are treating us in this way." The havildar would not answer them, but detained the car for two hours. The defendant would deny there was any such assault, or the tearing of the paper.

The defendant, in the box, said he was employed by Messrs. W. S. Bailey and Co. When they were stopped, the havildar was abusive and exitable and, stepping out of the car, he said: —"I won't have you talking to us like that, as though we were a lot of coolies." In gesticulating with his hand he accidentally knocked the pass, which the havildar held, out of his hand to the ground. He denied assaulting the havildar. He was quite aware at the time that if he had assaulted the soldier he could have been shot, or if they had gone ahead in the car. They were detained two hours in all.

Mr. Hodgson:—I suppose none of you could understand the havildar's language?—No; I knew his actions.

Your solicitor opened that the havildar was using abusive language; you can't say whether it was abusive or not?—No.

You could not understand him and he could not understand you?—No.

And you thought you would settle the matter and got out of the car and approached him?—Yes.

Rather annoyed?—I was angry at the way he was going on.

You assumed it was a nasty way?—I assumed it, and I had every right to assume it, by reason of the way it was going on.

Mr. W. J. Carroll, general broker, said the paper was already partially torn when the havildar produced it. It was not true that the defendant tore the paper in two and struck the havildar.

Before the alleged assault, said witness in answer to Mr. Hodgson, an Indian who spoke English endeavoured to explain matters to the havildar, but failed to make him understand, leaving the place after saying the havildar was a fool.

Mrs. Annie Charlton, also a member of the party, gave corroborative evidence. Mr. Petrie neither tore the pass nor struck the havildar. The defendant in no way behaved in a disorderly manner.

Mrs. Leonore Rocha, wife of the Colonial Secretary of Macao, said that the pass was accidentally knocked out of the havildar's hand.

Miss Leonina D'Almada e Castro also corroborated.

The defendant was discharged.

VOLUNTEER ORDERS.

Corps Orders issued to-day by Lieut-Col. A. Chapman, V. D., state:—

Parades. Parades for Thursday, 17th December, 5.00 p.m. Musketry Instruction on Kennedy Road Range for the following Recruits:—No. 1 Section Artillery, Gunners Grieve, Schultz, Stone, Railton and Young. No. 2 Section Artillery, Gunners Ainslie, Cormack, Fisk and Gerrard. Centre Section M. G. Co. Privates Gee and A. Macdonald. Sergt. Major Colley, D.C.L.I. will attend. 5.10 p.m. Centre Section M. G. Co. at Kowloon Docks. Launch leaves Statue Pier at 4.30 p.m. 5.15 p.m. Nos. 1 and 2 Sections Artillery and Left Section M. G. Co. 10 pdr. drill at Headquarters. Remainder, Musketry Exercises under Company Officers.

Detail.—Orderly Officer, Lieut. Kennett. Orderly Sergeant for week ending 20th inst., Sergt. Schnepel. To furnish Guard to-night, Right Section M. G. Co.; to-morrow, Scouts Company.

A SHIP'S REPAIRS.

The Case for the Defence Outlined.

This morning, in the Original Court, before the Chief Justice, Sir William Rees Davies, K.C., the case was resumed in which the Man Shing Lee Firm, boat builders, of No. 10, Western Street, Victoria, sued the Green Island Cement Co., Ltd., to recover $3,816.00, alleged to be due for work done and materials supplied by the plaintiffs on board the s.s. Ching Chow, at the request of the defendants, between September 14 and October 30, 1914.

Mr. Eldon Potter, instructed by Mr. Davidson, of Messrs. Hastings and Hastings, appeared for the plaintiffs, and Mr. F. C. Jenkin, instructed by Mr. Hung, of Messrs. Deacon, Looker, Deacon and Harston, for the defence.

Mr. Jenkin, putting forward the case for the defence, said that in or about June, 1913, the defendant company, then having purchased the ship, the subject matter of the repairs, desired that certain repairs should be effected upon it, and invited tenders. Amongst those tenders there was a tender by the Tung Yick firm for the renewal of the decks. The first tender of the Tung Yick had already been put in in evidence and a bundle of correspondence. Before the Tung Yick firm made that tender the representative accompanied Captain Arthur on board the boat, and it was pointed out to him what had to be done. It was arranged between Captain Arthur and the Tung Yick firm that the Captain's deck fittings would have to be replaced after the renewal of the decks. This was agreed to. There was to be some new work done in the Captain's room but it would be seen by the tender of Oct. 30, by the Tung Yick, that the Captain's room was excepted from the tender then made, also the iron work on the bulk-head and the 'tween decks, because it did not come within his contract, and it was given to another contractor, Tung Tai. The work proceeded very slowly, and the Tung Yick were requested to attend the offices of the Green Island Cement Company for the purpose of hastening the work they had in hand. Captain Arthur would tell the Court that between the date of starting the work, on July 24, and the date of the present plaintiff coming on the scene, the Tung Yick were represented on the boat by foremen, and those foremen were frequently changed, whether or not as a result of the Company's complaints he did not know, but they were frequently changed. The Tung Yick were sixty-seven days out in their contract. On July 25, Fung Shuen held a bill out to Captain Arthur, saying it was for extras. Captain Arthur looked at the amount and said he would put the matter before the Company. That was the only occasion on which any reference was made to Captain Arthur about extras on that boat, and he said he would have to refer the matter to the Company, and he duly did so. When Fung Shuen attended the office and asked Mr. Hobbs, who was employed by the Company, for a settlement, Fung Shuen was told that the matter was before the Green Island Cement Company and they were considering whether they should pay the balance of the contract price, as the completion was out in time. Plaintiff was present and neither Fung Shuen nor plaintiff made any claim for extras—in point of fact he did not speak at all and did not adopt the attitude of a man who had a claim against the Company. Those two men came repeatedly every other day until the final settlement on December 11, when Fung Shuen got paid the balance of his contract proper.

The hearing was adjourned.

PUBLIC AUCTION.

GEO. P. LAMMERT.

AUCTIONEER, SHARE & GENERAL BROKER

THE Undersigned has received instructions to sell by Public Auction on

FRIDAY,
the 18th December, 1914, commencing at **11 a.m.** at his Sales Rooms, Duddell Street

40 Cases Hoehh "Extra Dry" Champagne (qts. & pts.)
10 cases Guillemart "Extra Dry" Champagne (qts.)
20 cases Spanish Sherry
15 cases Dutch Gin
16 cases English Gin
20 cases Claret
also
30 cases John Begg's Whisky.
Also
A Quantity of High Class Manila Cigars
comprising:—
60 Boxes High Life
50 do Londres
25 do Reina Victoria.

On view from Thursday, the 17th December.
Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

SATURDAY,
the 19th December, 1914, commencing at **2.30 p.m.** at his Sales Rooms, Duddell Street.

A Large Quantity of Silk & Fancy Goods
comprising:—
Silk, Cashmere and Crepe Embroidered Dress Lengths and Blouses, Mandarin Coats, Kimonos, Dressing Gowns and Jackets, Silk Shawls, etc
Gent's Silk Pyjamas & Shirts, Dressing Gowns & Jackets, etc.
Silk Embroidered Bedspreads Table Covers, Tea Cosoys, etc.
also
A few rolls of Pongee Silk.
On view from Friday the 18th December, 1914.
Catalogues will be issued.
Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

SATURDAY,
the 19th December, 1914, commencing at **11 a.m.**, at his Sales Rooms, Duddell Street
(for account of the concerned)
WITHOUT RESERVE.
A Large Consignment of Swatow Drawn Work and Embroideries
comprising:—
Bedspreads, Table cloths and Napkins to match, Tea Cloths, Table Runners, Pillow & Cushion Covers, Dress and Blouse Lengths, etc.
Embroidered Silk Crepe and Pongee Dress and Blouse Lengths, Silk Shawls, Silk and Linen Lace Collars and Handkerchiefs, Mandarin Coats, Carved Sandalwood Fans, etc., etc.
also
20 Rolls Pongee Silk.
On view from Friday, the 18th December, 1914.
Catalogues will be issued.
Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

TUESDAY,
the 22nd December, 1914, commencing at **2.30 p.m.** at No. 6 Morrison Hill.

A Quantity of Valuable Household Furniture.
On view from Sunday, the 21st December, 1914.
Catalogue will be issued.
Terms:—As usual.
GEO. P. LAMMERT,
Auctioneer.

FOR SALE.

FOR SALE.—**SAILING YACHT "GWEN"**—(Hayward-Hayes Design) with or without motor. Can be inspected at any time at Ah King's Slipway. Apply GEO. P. LAMMERT.

Don't forget after the Show Supper and Light Refreshments at **ALEXANDRA CAFE,** Open Till Midnight.

ENTERTAINMENTS.

VICTORIA THEATRE.

TUESDAY, 15th December,
The Thrilling Drama
4,000 Feet Long—in 3 Parts.
"IN THE CONSUL'S UNIFORM."
The Latest Gaumont Graphic and a Variety of Comic and Interesting Pictures.

BERT FLATT & FLO BROOKS.
Musical Entertainers.
Look out for the 3rd Series of
WAR PICTURES.

BIJOU SCENIC THEATRE.

3 NIGHTS ONLY 3
Commencing **Wednesday, 16th December.**
The great sensational Drama.
"ALONE WITH THE DEVIL"
in 4 parts—Length 6,000 Feet.
"MAX ON THE BRINY"
a good Comedy—Etc; Etc;

Saturday, 19th December.
3rd SERIES. **"ROCAMBOLE"**
The Terror of Paris
in 4 Parts—Length 7,000 feet.

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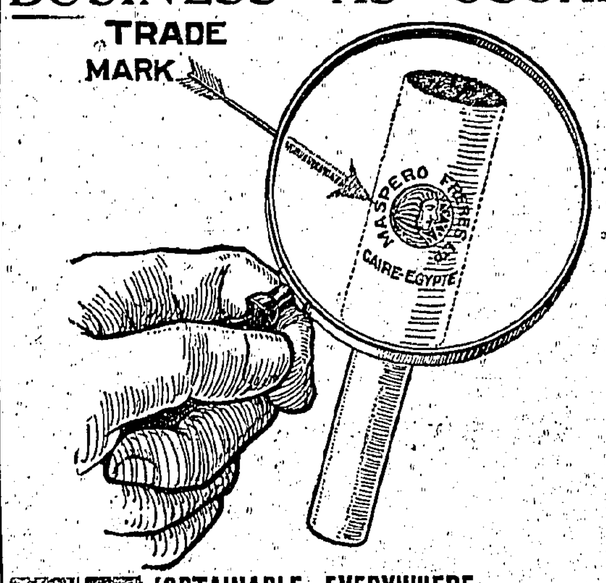

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BUTCHER MEAT. 肉食

		Cts.	
Beef Sirloin & Prime Cut,—Mei Lung Pa	lb.	21	是
„ Corned,—Ham Ngau Yuk	„	21	鹹
„ Roast,—Shiu „	„	21	牛
„ Breast,—Ngau Lam „	„	19	牛腩比
„ Soup,—Tong Yuk „	„	16	牛肉柳
„ Steak,—Ngau Yuk Pa	„	22	牛扒脢
„ do., —Sirloin—Ngau Lau	„	33	牛扒
„ Sausages,—Ngau Cheung	„	26	牛肉
Bullock's Brains—„ No	per set	12	牛肉
„ Tongue, fresh,—Ngau Li	each	50	腰
„ „ corned,—Ham Ngau Li	„	60	牛舌
„ Head,—Ngau Tau	„	$1.20	鹹牛尾
„ Heart,—Ngau Sum	lb.	14	牛肝
„ Hump, Salt,—Ngau Kin	„	22	牛手
„ Feet,—Ngau Keuk	each	12	牛剂
„ Kidneys,—Ngau Yiu	„	12	牛剂
„ Tail,—Ngau Mei	lb.	20	牛骨
„ Liver,—Ngau Kon	„	13	牛
„ Tripe (undressed),—Ngau To	„	6	牛腸
Calves' Head & Feet,—Ngau-tsai-tau-keuk	set	$1.20	牛牛仔豬羊
Mut on Chop,—Yeung Pei Kwat	lb.	26	牛
„ Leg,—Yeung Pei		26	羊腿
„ Shoulder,—Yeung Shau	„	24	羊肩
„ Saddle	„	27	羊脚
Pigs Chitlings,—Chu Chong	„	27	豬腸
„ Brains,—Chu No	per set	24	豬
„ Feet,—Chu Keuk	lb.	14	豬
„ Fry,—Chu Chap	„	16	豬
„ Head,—Chu Tau	„	16	豬
„ Heart,—Chu Sam	each	12	豬排骨
„ Kidneys,—Chu Yiu	„	18	豬油
„ Liver,—Chu Kon	lb.	30	豬肝
Pork, Chop,—Chu Pai Kwat	„	26	
„ Corned,—Ham Chu Yuk	„	—	
„ Leg,—Chu Pei	„	30	
„ Fat or Lard,—Chu Yau	„	20	
Sheeps' Head and Feet,—Yeung Tau Keuk	set	60	肉頭心腰肝仔
„ Heart,—Yeung Sam	each	8	
„ Kidneys,—Yeung Yiu	„	12	
„ Liver,—Yeung Kon	lb.	27	
Sucking Pigs, to order—Chu Tsai	„	22	牛
Suet, Beef—Shang Ngau Yau	„	22	生
„ Mutton,—Shang Yeung Yau	„	27	牛仔肉
Veal,—Ngau Tsai Yuk	„	19	牛仔肉
„ Sausages,—Ngau Tsai Cheung	„	20	腸
Lard,—Chu Yau	„	22	

POULTRY. 生口

		Cts.	
Chicken,—Kai Tsai	lb	30	口仔雞生
Capons, Large, Small,—Sin Kai	„	30	雞
Ducks,—Ap	„	24	鴨
Doves,—Pan Kau	„	18	鴿
Eggs, Hen—Kai Tan (cooking)	per doz	24	雞蛋
Fowls, Canton,—Kai	lb.	34	雞
„ Hainan,—Hoi Nam Kai	„	28	海南雞
Geese,—Ngo	„	24	鵝
Pigeons, Canton,—Pak Kap	each	30	鴿
„ Hoihow,—Hoi How Pak Kap,	„	25	海口白鴿
Snipe—Sha Tsui	„	23	沙嘴
Turkeys, Cock—Fo Kai Kung	lb.	65	火雞公
„ Hen, „ „ Nai	„	45	火

FISH. 海鮮

		Cts.	
Barbel,—Ka Yu	lb.	18	鯇魚
Bream,—Pin Yu	„	20	鯿魚
Canton Fresh Water Fish,—Hoi Sin Yu	„	17	海鮮魚
Carp,—Li Yu	„	22	鯉魚
Catfish,—Chik Yu	„	15	赤魚
Codfish,—Mun Yu	„	16	鱈魚
Crabs,—Hai	„	24	公花蟹
Cuttle Fish,—Muk Yu	„	18	魚
Dab,—Sha Mang Yu	„	14	鯊
Dace,—Wong Mei Lap	„	15	黃魚
Dog Fish—Tit To Sha	„	12	豬王魚
Eels, Conger,—Hoi Man	„	13	鰻尾甲
„ Fresh water,—Tam Sui Yu	„	20	海沙
Eels, Yellow,—Wong Sin	„	32	鰻豬
Frogs,—Tin Kai	„	33	黃大魚
Garoupa,—Shek Pan	„	45	魚 魚
Gudgeon,—Pak Kap Yu	„	18	石班魚
Herrings,—Tso Pak	„	23	白鮫魚
Halibut,—Cheung Kwan Kap	„	28	劍魚
Labrus,—Wong Fa Yu	„	20	黃花魚
Loach,—Wu Yu	„	26	鰍魚
Lobsters,—Lung Ha	„	30	龍蝦
Mackerel,—Chi Yu	„	20	青魚
Monk Fish,—Mong Yu	„	32	黃
Mullet,—Chai Yu	„	20	白
Oysters,—Shang Ho	„	24	蠔
Parrot Fish,—Kai Kung Yu	„	12	鸚哥魚
Perch,—Tau Lo	„	24	花
Pike,—Fa Pau Fong	„	18	鱖
Plaice,—Pan Yu	„	14	魚
Pomfret, Black,—Hak Chong	„	28	白
Pomfret, White,—Pak Chong	„	32	鯧
Prawns,—Ming Ha	„	40	蝦
Ray—Pai Pa Sha	„	12	魟
Rock Fish,—Shek Kau Kung	„	18	石
Roach—Chun Yu	„	12	
Salmon—Ma Yau	„	35	
Shark—Sha Yu	„	8	
Skate—Po Yu	„	10	
Shrimps,—Ha	„	24	
Snapper,—Lap Yu	„	32	
Soles,—Tat Sha Yu	„	32	
Tench,—Wan Yu	„	20	
Turbot,—Cho How Yu	„	20	
Turtles, small, fresh water,—Keuk Yu	„	64	

FRUITS. 菓子

		Cts.	
Almonds,—Hang Yan	lb.	35	杏仁
Apples (California)—Kum Shan Ping Kho	„	18	金生平
(Chefoo)—Tin Chun Ping Kho	„	—	天津平果
„ Small,—Hoi Tong	„	—	煙臺菓
Bananas, fragrant, Canton,—San Shing Heung Chiu	lb.—		廣東香蕉
„ (brides), Macao,—San Heung Chiu	„	3	仙香蕉
Chestnuts, Chinese,—Foong Lut	„	—	栗
Carambola,—Yeung To	„	10	楊桃
Cocoanuts,—Ye Tse	each	12	椰子
Grapes—Po Tai Tsz	lb.	30	金寶牌
Lemons, China,—Ling Mung	„	6	山檸檬
„ America,—Kam Shan Ling Mung	„	10	荔枝乾
Lichees Dried,—Lai Chi, small Stone	„	30	甜橙
„ Fresh,	„		柳橙
Oranges, (Canton)—Shan-shang Tim Ching	lb		山雪梨
„ Sweet	„	—	沙梨
Pears, (American), Kum San Shoot Lay	„	—	花生
„ (Canton), Cooking—Sha Li	„	10	紅
Peanuts,—Fa Shang	„	10	本中波羅蜜
Persimmons Large,—Hung Tsz	„	8	雪波羅蜜
Pine-apples, 1st quality,—Pun Ti Po Lo	each	„ —	大蕉
„ 2nd „ —Chung-tang Po Lo	„	„ —	紅西
Plantain,—Tai Chiu	lb	3	還柚
Plums,—Swatow, Hung Lai	„	—	上海雞脅
Pumelo, Siam,—Chim Lo Yau	each	15	合桃
„ Shanghai,—Lo Kwat	„	—	合桃
Walnuts,—Hop To	lb	15	山瓜
„ Green,—Sang Hop Tuo	„	—	
Water Melon,—(Am.) Kom San Sai Kwa	each	—	

VEGETABLES, &c. 菜蔬

		Cts.	
Artichokes, Shanghai,—Sheung-hoi Ah Chi Cheuk	lb	—	丁厝柳
Beans, (French), Macao,—Oh Moou Pin Tau	„	—	澳門豆
„ (French) Shanghai,—Sheung Hai Pin		—	
„ Sprout,—Ah Choi	„	8	沿竹
„ Long,—Tau Kok	„	10	滬豆
Beet Root,—Hung Choi Tau	each	8	紅頭菜
Bitter Squash,—Fu Kwa	„	8	苦瓜
Brinjals, Green,—Ching Yuan Kwa	„	8	青茄
„ Red,—Hung Ke	„	6	紅茄
Cabbage, Chinese, (common)—Kai Tsoi	„	10	芥菜
Cabbage, Shanghai,—Ye Tsoi	„	14	菜笋
Cane Shoots, bunch,—Kau Shun	lb.	8	金
Carrots,—Kam Shud	„	12	金笋
Celery, Chinese,—Tong Kan Tsoi	„	12	唐芹菜
Chillies Dried,—Kon Lap Chiu	„	30	乾辣椒
„ Red,—Hung Fa Chiu	„	18	紅花椒
„ Green,—Ching Lap Chiu	„	12	青辣菜
Curry Stuff, English,—Ka Li Chu Liu	„	10	咖哩生
Cucumbers,—Ching Kwa	each	2	青瓜菜
Garlic,—Sun Tau	lb	8	蒜頭
Ginger, young,—Sun Tse Keung	„	6	蒜子薑
„ old.—Lo Keung	„	8	老
Horse Radish, Shanghai,—Lik Kan	„	15	力根
Indian Corn,—Suk Mai	each	5	山米
Lettuce,—Yeung Shang Tsoi	„	1	洋生
Water Chestnuts,—Ma Tsi	lb.	6	馬蹄
„ Mandarin,—Kwai Lam Ma Tai	„	8	桂蔗
Mushrooms, Fresh,—Shang Cho Ko	„	35	
Musk Melon. Amer.—Kam-san Hong Kwa	each	—	山
Okroes	lb	12	
Onions Bombay,—Yeung Chong Tau	„	8	蔥頭
„ Green,—Shang Chong	„	6	洋蔥頭
„ Shanghai,—Sheung-hoi Chong Tau	„	6	上生蔥頭
Parsley,—Kun Tsoi	lb.	8	中芹
Green Peas,—Ching Tau	lb.	—	青豆
Potatoes, Sweet,—Fan Shu	„	3	番薯仔
„ Shanghai,—Sheung-hoi Shu Tsa	„	—	滬薯
„ Japan,—Yut Pun Shu Tsai	„	3	本仔
„ American,—Fa Ki Shu Tsai	„	8	花旗薯仔
„ Foochow,—Foo-chow Shu Tsai	„	—	廈州
Pumpkin,—Tong Kwa	„	3	冬瓜
Radish,—Hung Lo Pak Tsai	„	5	紅蘿蔔
Rhubarb (Fresh),—Tai Wong	„	12	大黃
Sage,—Tse So	„	—	鼠蘇
Shallots,—Kon Chung Tau	„	8	
Spinach,—Yin Tsoi	„	5	
Tomatoes,—Fan Ke	„	8	蕃
Taros,—Wu Tau	„	6	
Turnips, Puna, (Long),—Lo Pak	„	5	蘿
„ English,—Yeung Lo Pak	„	—	蔔
Vegetable Marrow,—Chit Kwa	„	4	瓜
„ (American),—Kam-san Chit Kwa	„	—	
Water Cress,—Sai Yeung Tsoi	„	15	節洋菜
„ Lily root,—Lin Ngau	„	6	蓮
Yams,—Ta Shu	„	6	大薯
English,—Yeung Kan Choi	„	—	洋芹菜
Tau	„	—	洋蓮薑

The above prices are in accordance with the Government list of maximum charges fixed by Proclamation as revised up to the 30th ult. The Proclamation also contained the following schedule of maximum retail prices:—

1. Flour:—
   (a.) Highest Grade. per bag of 50 lbs., $4.50
   per lb., .10
   (b.) Second Grade. per bag of 50 lbs., 4.00
   per lb., .08
   (c.) Third Grade. per bag of 50 lbs., 3.50
   per lb., .07
2. Tinned Milk:—
   (a.) Sweetened Condensed Milk; per 1 lb. tin, .30
   (b.) Unsweetened Condensed Milk, per 1 lb. tin, .25
   (c.) Sterilized Milk, per tin, (18 oz.), .25
   (d.) Sterilized Milk, per 1 litre tin, .35
   (e.) Eagle Brand, per 1 lb. tin, .33
   (f.) Skimmed Milk, per 1 lb. tin .20
3. Sugar:—
   Cube, (in 6 lb. tins), per tin, 1.00
   Refined Crystallized, per lb., 12
   Granulated, per lb., 12
   Soft, No. 1 quality, per lb., 11
   „ No. 2 „ „ „ 10
4. Frozen Meat:—
   Cooking Salt, 2 cents per lb.

The Dairy Farm prices for frozen food and other stores published on 1st September, 1914, with all changes in prices shown in red ink, are the maximum retail prices for the articles enumerated in the price list of that date. [Approved copies signed by the Chairman and the Secretary of the Food Committee can be seen either at the Treasury or on the premises of the Dairy Farm Company in Wyndham Street.]

5. Market Produce:—(See above)

6. The prices of provisions imported from countries other than China (excepting those above enumerated) may not be raised more than 15 per cent. above the retail prices prevailing in the Colony on the 25th July, 1914.

Note.—In consideration of the loss sustained by discount on subsidiary coinage, payment for all articles of food not exceeding $2 in value (excepting the articles enumerated in clause 5 in Proclamation No. 18 of the 30th October, 1914, and in the above Schedule) shall if made in subsidiary coin be subject to an addition [illegible]

DIARY OF WAR.

COUNTRIES AT WAR.

Germany	against	Britain.
		Russia.
		France.
Austria		Belgium.
		Japan.
Turkey		Servia.
		Montenegro.

ARMY TERMS EXPLAINED.

Army corps is a complete army on a small scale in itself. The strength varies from 35,000 to 45,000 men.

Division is a force of infantry, cavalry, and artillery, usually with a strength of from 15,000 to 20,000 men.

Brigade is a force of infantry or cavalry. The infantry brigade is from 4,000 to 7,000 strong. The cavalry brigade is from 1,000 to 2,000 strong.

Regiment of infantry is from 2,000 to 4,000 strong. A cavalry regiment is from 500 to 1,000 men strong.

Squadron of cavalry is from 150 to 200 men strong.

Battery of artillery in the British and French armies has 6 guns and about 200 men. In the German Army consists of 4 guns and 150 men. In the Russian Army it consists of 8 guns and 250 men.

Events that Brought it About.

1878.—Berlin Congress charges Austria-Hungary with the occupation of Bosnia and Herzegovina.

1885.—Austria-Hungary saves Servia from destruction by Bulgaria.

1906.—Tariff war between Austria-Hungary and Servia.

1908.—Annexation of Bosnia and Herzegovina by Austria-Hungary.

1912.—Serbo-Bulgarian Alliance with a clause against Austria.

1913.—Servia thrown back from the Adriatic in favour of an independent Albania.

1914.—June 28.—Archduke Franz Ferdinand and Consort assassinated by a Servian student at Sarajevo.

July 23.—Austro-Hungarian Note delivered to Servia demanding suppression of Pan-Servian movement and punishment of accomplices in assassinations. Answer required by 6 p.m. same day.

July 24.—Details of Note published and proved unexpectedly severe. Semi-official *Pester Lloyd* affirms that Germany will suffer no third party to intervene between Austria and Servia.

July 25.—Russian Cabinet meets; announced that mobilisation proceeds forthwith.

Since Fighting Began.

July 27.—Servian troops aboard Danube steamer fire on Austrian troops; engagement ensues. Sir Edward Grey announces his efforts to arrange conference of Ambassadors.

July 28.—Austria declares war on Servia. Germany considers Sir Edward Grey's suggested conference has no prospect of success.

July 30.—British First Fleet leaves Portland under sealed orders. Belgrade in flames.

July 31.—Germany asks Russia for explanation of her mobilisation. Attack on Belgrade continues. Martial law in Germany. London Stock Exchange closed.

August 1.—Austrian Reserve called out. German ultimatums to France and Russia, expiring at noon. Italy declares neutrality. Evidences of Australian loyalty. Bank of England rate 10 per cent. Germany declares war. First shots fired by Russian frontier patrol on Germans near Prostken; no casualties.

August 2.—British cabinet meets and adjourns till evening. Cossacks invade Germany near Biala. Germans invade France near Cirey. Germans enter Luxemburg. Germany promises indemnity to Luxemburg.

August 3.—Severe fighting on River Drin between Servians and Austrians. Patriotic scenes

August 4.—Earl Kitchener sails, but is recalled. War declared between Britain and Germany.

August 5.—Germans invade Belgium. Japan to take measures to discharge Treaty obligations to Britain. Germans violate Dutch territory at Tilbourg. Russian and German troops in contact on frontier. Bombardment of Liege begun by Germans. Sir John French gazetted Inspector General of British Forces; Admiral Jellicoe becomes supreme commander of the Fleet.

August 6.—German troops reported to have been repulsed by Belgians in fighting near Liege. Numerous German prizes brought to British ports. Earl Kitchener appointed Secretary for War. H.M.S Amphion sinks German mine-layer Koenigin Luise and later strikes mine and sinks herself.

August 7.—German Cavalry division routed by Belgians in Luxemburg. Germany asks for armistice; admits 25,000 men are *hors de combat*.

August 9.—Germans evacuate Luxemburg owing to French advance. Japan issues ultimatum to Germany. German submarine sunk by British warship. Reported that Japan has issued ultimatum against Germany.

August 14.—Liege still intact. Belgium asks France to accommodate 2,000 German prisoners. Transportation of French troops to Belgium complete; whole force ready to advance. Belgians drive enemy eastward; no German cavalry between Hasselt and Ramillies.

August 15.—French troops enter Belgium at Charleroi. Bavarian Army Corps defeated by French at Avricourt and Cirey.

August 16.—Japan send ultimatum to Germany demanding that Kiauchau be handed over to Japan, with a view to eventual restoration to China; answer required by noon on August 23. French Fleet attacks Austrian Fleet off Budua, sinking two ironclads and setting fire another.

August 17.—Officially announced that British Expeditionary Force safely lands on French soil.

August 18.—Belgian Royal Family and Government move to Brussels.

August 20.—Germans occupy Brussels.

August 22.—Germans impose war levies of £2,000,000 and £8,000,000 respectively on Province of Liege and City of Brussels. Canadian House of Commons pass war appropriation of $50,000,000. Servians rout Austrians along the Drina.

August 23.—Japan declar war on Germany.

August 26.—Russians continue on offensive on East Prussian frontier, German forces being compelled to retreat on Koenigsberg. Russian advance in East Prussia continues. Togoland surrenders to British.

August 28.—British Fleet sinks three German cruisers and two destroyers off Heligoland.

August 29.—German troops being withdrawn from Belgium owing to Russian advance. Lord Kitchener announces that two Divisions and a Cavalry Division from India are being sent to France.

August 30.—Apia, in German Samoa, surrenders to expeditionary force from New Zealand.

August 31.—Allies occupy line extending from mouth of the Somme inland along the river, past the fortresses of La Fere and Laon, towards Mezieres.

Sept. 1.—German Cavalry Corps marches on Forest of Compiegne, and is engaged by British, who capture ten guns.

Sept. 2.—Japanese occupy seven Islands of Kiauchau, and remove 1,000 mines. French Government removes to Bordeaux for purely military reasons.

September 3.—Russians defeat Austrians and occupy Lemberg. Additional list of British casualties issued. General Gallieni issues proclamation saying he will defend Paris to the end.

September 4.—Russians occupy Halicz. Announced that in seven days' fighting, Russians have captured 40,000 prisoners. New British recruits total 260,000.

September 5.—German squadron sinks 15 British fishing boats in North Sea, the crews being taken prisoners. Announced that Britain, France, and Russia mutually engage not to conclude peace separately during the war.

September 7.—Announced that H.M.S. Pathfinder struck a mine off the East coast and rapidly foundered. Official report issued stating that German enveloping movement is abandoned; British superiority over Germans clearly demonstrated.

September 8.—Russians capture Mikolajoff and Rawaruska, and convert Galicia into Russian Province.

September 10.—Force of 60,000 Germans hurrying through Belgium to assist defeated Right Wing in France. British forces cross the Marne; enemy retreat 25 miles.

Sept. 11.—German retreat continues; announced that in four days the Allies have advanced 37.1-2 miles. British squadrons make a complete sweep of the North Sea; no German ship seen.

Sept. 12.—Whole German right wing falling back in disorder, Allies pursuing them. German cavalry reported exhausted. Provinces of Antwerp and Limburg entirely free of enemy. Australian Squadron occupies Herbertshohe, German New Guinea. French troops occupy Soissons and Luneville. German left wing retreating.

Sept. 14.—Germans evacuate Amiens, and give way at Revigny and Brabant-le-roi. Crown Prince's Army driven back. French territory on east frontier free of enemy. Russians capture 8,000 prisoners and great quantities of war material at Rawaruska, and occupy Czernovitza. Servians defeat 90,000 Austrians at the angle of the Rivers Drina and Save. Announced that German cruiser Hela was sunk by hostile submarine.

Sept. 16.—Crown Prince's Army driven further back. Allies occupy Rheims; 600 prisoners captured on the right of the British. Announced that Brigadier General N. Findlay is killed. Sixteen hundred German prisoners landed in England.

Sept. 18, 19 and 20.—Battle of the Aisne continues, German counter-attacks failing. Germans fire on Rheims Cathedral, setting historic building on fire.

Sept. 22.—H.M. ships Aboukir, Cressy and Hogue sunk by German submarines in the North Sea. Battle of the Aisne continues without appreciable change in the situation.

Sept. 23 to 26.—The great battle continues; German counter attacks being everywhere repulsed. Land fighting begins around Tsingtau.

Sept.—27 Capital of the Cameroons surrenders unconditionally to British Force.

Sept. 28 and 29.—Battle of the Aisne continues, Allies beating back severe attacks by the enemy.

Sept. 30.—Big battle continues in favour of Allies, who make slight progress all along the line. Germans bombard Antwerp, but are repulsed. Russians continue to progress and are reported half way to Buda Pest.

Oct. 1.—Announced that H.M.S. Cumberland has captured nine German liners and one gunboat in Cameroon River. Allies' position in France reported entirely satisfactory.

Oct. 2.—Germans vigorously bombard Antwerp. British Admiralty announces adoption of mine-laying policy as a counter measure to German activity.

Oct. 3.—French President and Ministers start on visit to congratulate armies in the field. The Czar leaves for the front. Big battle continues in France, Crown Prince's Army being repulsed near Varennes.

Oct. 4.—Germans make night attack at Tsingtau, but are defeated, losing 47 killed. In the big battle Allies twice destroy enemy's lines of communications. Russians defeat and pursue Germans.

Oct. 7.—Bombardment of Antwerp continues, German commander warning populace. Belgian Government removes to Ostend. German cruiser Cormoran and two gunboats sunk in Kiauchau Bay. Big battle still proceeding, fighting becoming increasingly violent.

Oct. 11.—Fall of Antwerp announced. Allies still progress all along the line. Germans drop 20 bombs on Paris.

Oct. 12.—German aviators drop six more bombs on Paris.

Oct. 13.—Commando under Colonel Maritz revolts in the Cape Province, having concluded an agreement with Germans. Belgian Government removes to Havre, in

Oct. 14.—Announced that Russian cruisers sink two German submarines in the Baltic. Canadian contingent arrives at Plymouth. H.M.S. Yarmouth sinks the Markomannia and captures the Pontoporos (Emden's supply ships) off Sumatra.

Oct. 15.—Allies make further progress, occupying a line from Ypres to the sea. H.M.S. Hawke sunk by submarine in the North Sea.

Oct. 16.—Four German destroyers sunk off the Dutch coast.

Oct. 17, 18 and 19.—Further advances of Allies reported, notably on the Left Wing. French cruiser Waldeck Rousseau sinks Austrian submarine off Dalmatian coast.

Oct. 20.—Japanese occupy Marshall, Marianne and Carolina Islands.

Oct. 21.—Announced that the Emden sinks five more British vessels and captures another. British warships do great work off the Belgian coast, shelling the enemy's trenches and wrecking six batteries. Germans who had advanced on Warsaw compelled to retreat, Russians pursuing them. British naval flotilla continues to bombard German flank.

Oct. 23.—Severe fighting on the Left Wing, the Allies continuing to make progress. Steamer Crefeld arrives at Las Palmas with the crews of 13 steamers sunk by the German cruiser Karlsruhe, mostly in the Atlantic.

Oct. 24.—British destroyer Badger sinks German submarine off Dutch coast. Announced that there are nine German cruisers on the high seas, and that 70 warships of the Allies are searching for them.

Oct. 25 to 28.—Allies continue to progress on the Left Wing, and Russians advance to Lowicz and Lodz, driving the Germans before them. French drive enemy over frontier east of Nancy.

Oct. 28.—Five men sentenced to death in connection with the assassination of Prince Franz Ferdinand, and others sent into penal servitude.

Oct. 29.—Russians break resistance of last units of the enemy north of the Pilica, and the whole Austro-German Army retreats.

Oct. 30.—Reported that the Emden enters Penang harbour and sinks the Russian cruiser Jemchug and a French destroyer. Turkish warships enter open port of Odessa and bombard Russian ships. Turkish cruiser bombards Theodosia, in the Crimea.

Oct. 31.—Germans attempt general offensive movement from Nieuport to Arras, but Allies still advance. Enemy reported to be withdrawing from Dixmude. Russians still advance in Poland and East Prussia.

Nov 1.—British cruiser Hermes sunk by submarine in the Straits of Dover. British, French and Russian Ambassadors in Constantinople request passports. Most of the German forts at Tsingtau silenced by Japanese and British bombardment. British and French Ambassadors leave Constantinople. Announced that 2,000 armed Bedouins have penetrated Egyptian territory. Germans continue violent attacks in Belgium and France, but are everywhere repulsed. British Government to shortly issue war loan of £200,000,000. Turkey apologises to Russia, but endeavours to throw the responsibility on the latter.

Nov. 3.—H.M.S. Minerva bombards Akaba, which is evacuated. Thrilling story from British Headquarters issued showing how a large body of British troops was transferred from the Aisne to the battle on the north coast, and how in subsequent fighting the enemy suffered terribly from our offensive. Submarine D5 sunk in skirmish with retreating German squadron in North Sea. German abandon left bank of the Yser below Dixmude. Anglo-French Squadron bombards the Dardanelles.

Nov. 4.—German cruiser Yorck strikes chain of mines blocking entrance to Jahde Bay and sinks.

Nov. 5.—War between Britain and Turkey declared. Annexation of Cyprus announced.

Nov. 6.—Austrians retreating along whole front before Russians. France declares war with Turkey.

Nov. 7.—Fall of Tsingtau announced. Russians continue triumphant march, capturing many prisoners and guns. Allies still make progress.

Nov. 8.—Announced that the surrender of Tsingtau is unconditional. Russian cavalry enters German territory from beyond the Vistula.

Nov. 9.—Colonial contingents given great reception at Lord Mayor's Show. Patriotic speeches at the Guildhall banquet. German cruiser Emden caught off Cocos Islands by H.M.A.S. Sydney; engagement ensues; Emden goes ashore and is burnt out; Commander and a nephew of the Kaiser's among the prisoners.

Nov. 10.—German cruiser Koenigsberg imprisoned in the Rufigi River, German East Africa, by sinking of colliers at the river's mouth. Russians still advancing in Poland and East Prussia.

Nov. 12.—Severe fighting in France and Belgium; Germans take Dixmude, but Allies hold their own elsewhere. Further Russian advance in East Prussia. Admiralty announces that, in absence of information, loss of cruisers Good Hope and Monmouth must be assumed.

Nov. 13.—Mr. Asquith announces that British casualties in France up to October 31 total 57,000. Christian De Wet's rebel commando severely defeated by General Botha. Announced that supplementary vote for another million men will be asked for, bringing British Army up to 2,186,400, exclusive of Territorials.

Nov. 14.—Egyptian Mohammedans give expression to remarkable feelings of loyalty towards British.

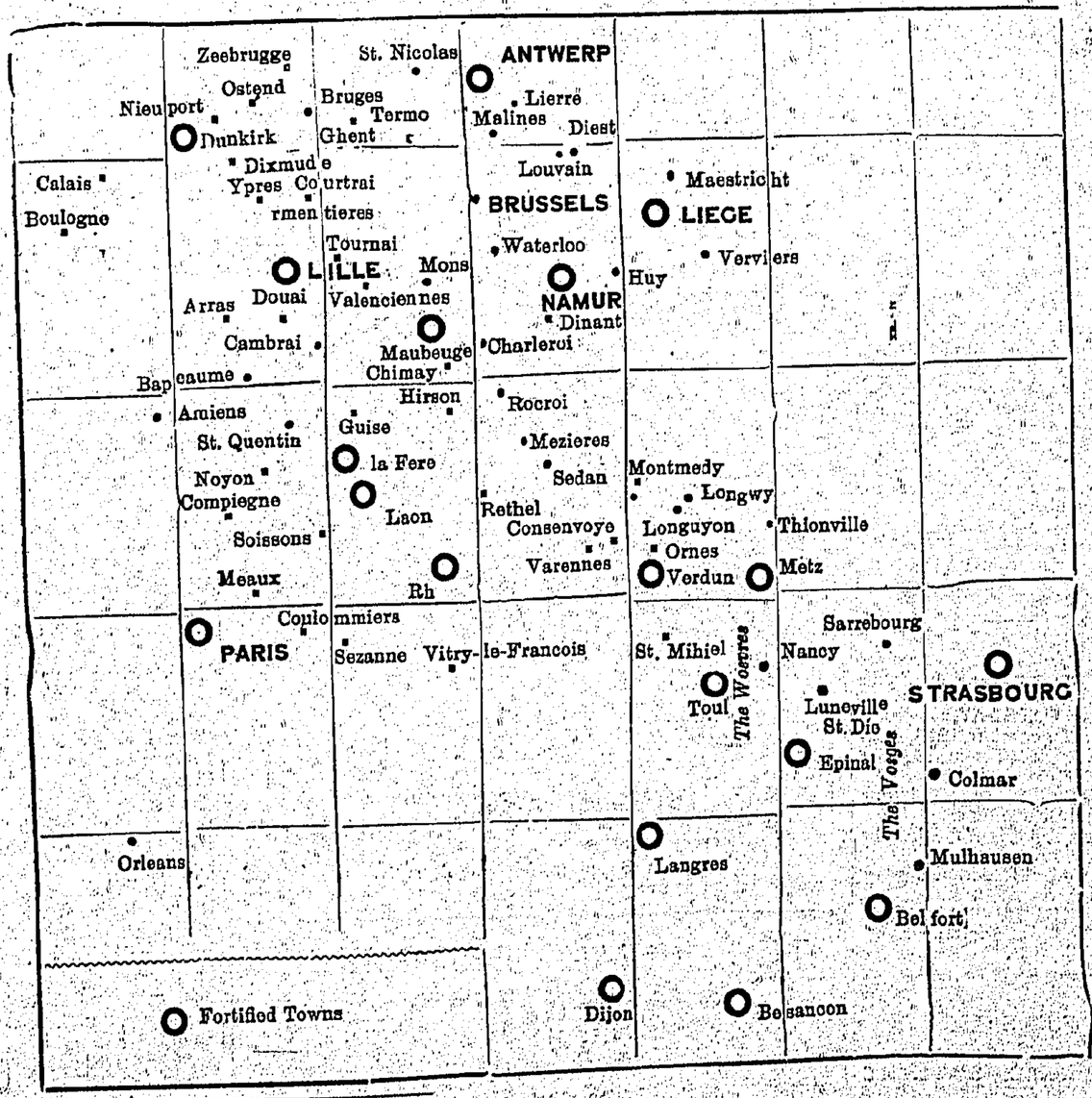
Nov. 15.—Death of Earl Roberts in France announced. Fighting still continues in Belgium, Germans being thrown back to right bank of the Yser Canal.

(*Continued on page 10*)

THE WAR.

Plan of the Great Battlefield, Showing Fortified Towns, etc.

(CROSS LINES WITHIN THE PLAN ARE THOSE OF LONGITUDE AND LATITUDE.)



The above is a plan showing the area most affected in the present hostilities between the British, French and Belgian troops and the German forces. Latest advices are to the effect that the Allies have resumed the offensive in Flanders and made substantial progress.

Commercial.

U. S. Cotton Relief Scheme.

The announcement from Washington that Sir George Paish, the special envoy of the Treasury, and Mr. McAdoo, the Secretary of the United States Treasury, have evolved a scheme whereby Great Britain will take over a part of the surplus stocks of American cotton is welcomed by all who have an interest in the cotton industry in both hemispheres, says the *Financier* of October 27. It is not to the advantage of this country that the cotton-growers of the Southern States should be reduced to a state of penury by the failure of Europe to absorb their crop in consequence of the war. Depression among the growers would inevitably cause a serious restriction in the area under cultivation next year, with the result that on the restoration of normal industrial conditions in Europe there would be a serious shortage of stocks and an advance in prices to a prohibitive level. That would be a very undesirable development, especially from the standpoint of Lancashire. Besides, it is to our interest that we should take a step at this juncture which, by bringing relief to an important American industry, will strengthen our friendly relations with the United States. Full details of the scheme and the manner of its execution will be awaited with considerable interest.

Nippon Yusen Kaisha.

The report of the directors for the half-year ended September 30 states that the gross profits of the company for the period amount to Y.4,798,785, out of which there has been deducted:—

	Yen.
Depreciation of the company's fleet and property	1,152,039
Insurance Fund	670,206
Ships' Structural Repair Fund.....	702,899
Total... Yen	2,525,145

leaving a balance of Y.3,248,279, including Y.974,639 brought forward from last account. The directors now propose that this surplus be appropriated as follows:—

	Yen.
Reserve fund	113,682
Fund for the extension of services and improvement of the fleet ...	300,000
Reserve for construction and repairs of buildings	500,000
Special reserve... ...	300,000

From the remaining balance Y.2,034,597 the directors further propose that Y.110,000 be allowed as the directors' and auditors' fees, and recommend a dividend at the rate of 10 per cent. per annum, which will absorb Y.1,100,000, leaving a balance of Y.824,597 to be carried forward to next account.

UNCLAIMED TELEGRAMS

Eastern Extension Australasia & China Telegraph Co.

Barton, Major R., Artillery Mess, London P. O.
Bongmiu Miniere Compagnie, San Francisco.
Brandt, Dorothy Lyman, Hongkong Hotel, Shanghai.
Cohan, Sydney, Hongkong Hotel, London.
Collins, Passenger Oriental, Bangkok.
Eriksen, Mrs., Peak Hotel, Bangkok.
Glasang, Foochow.
Heise, Hongkong Hotel, Manila.
Kulieming, Manila.
Makingsecen, 4200 Building House, Seattle.
Oanlay, Cholon.
Phoenkachun, Bantham St., Makassar.
Sanchiong, Bantham St., Makassar.
Siddah Cangany, Nanjangud.
Sigon, Saigon.
Yee Kee Chong, 97 Connaught Road, Thames.

W. B. ELWES,
Superintendent.

Great Northern Telegraph Company, Ltd.

Aleher, Yokohama.
Bouman, Hongkong Hotel, Shanghai.
Chuenghong, Shanghai.
Itaihang, Yonlo Street, Antung Jap.
Paul Pedrini, Hongkong Hotel, Yokohama.
Powhingchong, Yokohama.
Quanyeng, 70 Queen's Road East, Yokohama.
Socolnik Astor, Saratow.
Suzanne Terrain, Post Office, Shanghai.
Tongwoo, Kobe.

A. B. SORENSEN.
Actg. Superintendent.

NOTICES

In Assets, Income, Net Surplus, Business in Force, New Business the

SUN LIFE OF CANADA

is the leading Life Company of the Dominion. Outside of Companies issuing industrial policies, the Sun Life of Canada is doing the largest life business in the British Empire.

Funds Exceed £11,000,000.

CHIEF OFFICE FOR SOUTH CHINA, DES VŒUX ROAD, (POWELL'S BLDG.).

FRENCH LESSONS

C. MOUSSION. 15, Morrison Hill Road.

HOTEL LISTS.

Hongkong Hotel.

Abraham, L S	Jouslin Mrs
Annensen J	Joseph R M
Allen H G	Joseph E M
Anderson Mr & Mrs Athol L	Joseph S M
Antolini A	Kaufmann C
Backhouse J H	Koster Mr & Mrs H D
Bacon Mr & Mrs S W	Lawrence Master
Barnes E H	Larmone Edw
Bate E. R	Lujo Mr & Mrs
Beardsley W T	Mabey G W
Bellilios, Mrs E R	Mann Mrs R R
Bell C D J	Mardling H J
Benn, G A	Marriott, Dr O
Bieson van der	Matheson, Mrs R. T.
Bishop Mr & Mrs A R	Matheson, Miss M
Black W M	Morecki, J
Bowers C F	Metcalfe F
Brooke C B	Moyer G E.
Brown Mr & Mrs C E	Middleton G S
Butlin Mrs	Miller Mrs
Bungey A P	Mody J H N
Byons Capt G	Morita Comdr M
Clayton, W E	Moore W
Cambridge A J	Musso G D
Carthow Dr M	Newton D
Christie Mrs.	Ormiston J
CoLan S H	Pendleton T
Coleman Dr A L E F	Pentreath Mr & Mrs
Coleman Dr S S	Puckett C W
Cornelinsson Mrs	Purdon Mr & Mrs A D
Cordingley T	Purves A B
Course Arthur	Ray, E. H
Cowan Capt P H	Rayner Lt Col and Mrs
Debrunner A	Reay, Miss F
Dodwell Mr & Mrs S H	Ribault Capt & Mrs
Douglas D S S	Robinson Capt J
Dowley W A	Rowell J P
Dow Mr & Mrs J F	Ryan J B
Duffy Miss M E	Scanny J F
Duffy B J	Sellers Miss
Dunstan E J	Sellers H A
Elliott Dr & Mrs St Clair	Seymour Mr & Mrs B W
Ehrenfels Mr & Mrs H C	Skott C
Evenson E	Smith Mrs A G
French Capt & Mrs	Smith W H
Fuller Denman	Smyth Mrs F
Gibb J	Smyth F
Goulbourn V	Smyth R
Gould J	Sorensen A B
Gould Mrs J	Square Miss A
Graham D	Staber Mr & Mrs E H
Hall Capt. T P	Steckmest S
Hannibal W A	Swaffield H E
Harper G	Tabor Mrs H
Hay C H P	Thompson N O
Hepburn J	Toller Mrs Stark
Hewett Hon. Mr E A, C M G	Tracey J D
Hill Mrs B A	Trowbridge H
Hodge W J	Vejutiet L
Hollingsworth A H	Washburn T P
Hough Mrs H H	Weill Mr & Mrs A
Howard Mr & Mrs E	White F W
Hunter R	Wood F W
Hutchison D L	Wood G G
James B	Wright Mr & Mrs J F
Jones M T	

Peak Hotel.

Armstrong Mr & Mrs W	Mitchelmore Mr & Mrs E V
Bowen Major & Mrs	Pearse Mr & Mrs
Bowdler Mrs	Penning
Carmichael Mr and Mrs	Perkins T L
Cary M	Plummer J I Mr & Mrs
Casulli Mr & Mrs	Pringle W J
Cousland	Pyne Major
Cowan Capt & Mrs	Rice Mrs
Ericksen Mrs	Roome Eng Comdr
Faichine Major	Sharp Mrs
Gibbons F W	Sinclair A
Gibron Mr & Mrs A	Skinner Mis
Hale B A Mr & Mrs	Skott C
Hall Lt-Col G	Sorenson
Grissell	Smith Mrs Grant
Hazeland F A	Smith Mr & Mrs A
Horbrender Mrs	Findlay
Humphreys Major	St Amory R
Iles Lt Col H	Walcott Mrs
Jackman Mrs	Walton Col & Mrs
Jones Lee	Welton Mr & Mrs
Kiddle Mrs	Whitfield Capt and Mrs
Linton A R	Young
Lookyer	

King Edward Hotel.

Almond Mrs R	Lennox Miss
Arnold J	Lennox J
Bettison Mr & Mrs W H	Lloyd Mr & Mrs Mason C F
Budge W	Mayne C W O
Crees Mr & Mrs J R	Murphy H
Crees Miss	Passmore Mrs W C
Cross Dr C T	Penning A L
Deane R G	Ramsay Mrs R A
Duckworth F F	Raworth A B
Foy Mrs A	Reid J F
Fyfe A A	Rosser Mr & Mrs
Hunt L S	Sibree Dr
Hunter J	Skeo N J
Jackson Mr & Mrs	Soper C H
Joseph J	Sylvester Mrs S
Kline M F	Thompson Mrs
Kraft Mr & Mrs	Underwood Mr and
Krebs Mrs W G	Mrs J H
Lacombe Mr & Mrs	Whitney J A
Lauritsen Mr & Mrs	Yung Major B P

Grand Hotel.

Allen F	Gibbs A W
Bessell Mr & Mrs	Nielssen H
Messell Misses	Pedrini P
Blair A M	Reynolds O W
Grant J	Sanderson R
Crew Mr & Mrs A B	Wiseman C
Dunrich A H	Wright S H

NOTICES.

A

GARDEN FETE

organized by the

STUDENTS' UNION

will be held

in the Grounds of the University

on

SATURDAY, January 30th

from 3—7 p.m.

Under the distinguished patronage of His Excellency the Governor and Lady May.

Proceeds to be given to the

PRINCE OF WALES' NATIONAL RELIEF FUND.

Admission: **50 cts.**

HONGKONG HOTEL.

By kind permission of Lieutenant Colonel L. A. Watson, the Band of the 74th Punjabis will be in attendance on Christmas Night and also New Year's Eve when a Special Menu will be provided. Tables should be booked early.

J. H. TAGGART, Manager.

CLOSING UP SALES.

D. CHELLARAM, SILK STORE,

56, Queen's Road Central, is removing from the above premises to 38 and 40, Queen's Road Central, and is offering all the goods at a reduction 50 per cent. off the prices, for only two weeks.

Early inspection solicited.

Hongkong, 14th December, 1914.

SINCON & CO.

Established A. D. 1880.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers, Nos. 35 and 37, Hing Loong Street, (2nd Street west of Central Market) Telephone No. 515.

AMERICAN DENTISTRY.

PORCELAIN FILLINGS.

The Latest Improvements tow Lasting Workmanship and Paint. Operations. No charge for examinations Fees moderate. Diploma. Tokio.

Dr. T. YAMASAKI,

34, Queen's Road Central (Corner of Flower Street.)

Telephone 62.

Carlton Hotel.

Cook Mrs F A	McCracken W
Davenport Rev and Mrs C L	Mitchell Rev & Mrs Neil W
Davis M R	Ogilvie A
Davis Rev & Mrs A F	Parker E O
Davis Miss S L	Paul S
Flatt Mr & Mrs B	Pennell W V
Fulcher O W	Rowlands Mr & Mrs W B
Garratt E F	Sainty P
Grey Mr & Mrs B W	Short A M
Gibson G B	Shearer D C
Gonzalez J	Simpson J V
Hodge C C	Spence Wm
Hollway H D	Tall Mrs
Hood N	Watling Mr & Mrs
Hoslvist Dr J	Whibley A R
King S	Wilson D C

Kingsclere Hotel.

Anderson Cons Gen G E	Evan-Jones Dr and Mrs
Bevington F	Lewis D
Bolles Mr & Mrs J W.	Logan W
Breen M J	Martin Mr & Mrs Mitchel E J R
Carleton A E	Nixon F C
Cooper W A J	Parker Rees L C
Donnelly D E	Rawlinson R J
Fielder B E	Robertson Mr & Mas J
Filkins Miss D	Sachse Mrs G
Forbes Mr & Mrs A	Shield A L
Gordon M J	Singer Mr & Mrs E T
Grimshaw Mr & Mrs	Suton Mr & Mrs F
Hardman A	Sutton Miss
Hairlson T L	Thomas H P
Hecgeweiff	Watkins C H
Hurley F C Mason	
Kent Mr & Mrs	

PEAK TRAMWAY CO LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 A.M. to	8.00 A.M.	Every	15 Min.
8.00 A.M. to	10.00 A.M.	"	10 Min.
10.00 A.M. to	11.00 A.M.	"	15 Min.
11.30 A.M. to	12.45 P.M.	"	15 Min.
12.45 P.M. to	1.15 P.M.	"	10 Min.
1.15 P.M. to	1.45 P.M.	"	15 Min.
1.45 P.M. to	2.15 P.M.	"	10 Min.
2.15 P.M. to	5.00 P.M.	"	15 Min.
5.00 P.M. to	8.10 P.M.	"	10 Min.

NIGHT CARS.

8.55 P.M. and 9 P.M. 9.30 P.M. to 11.00 P.M. every half hour 11.00 P.M. to 11.45 P.M. every quarter of an hour.

SUNDAYS

7.45 A.M. to	10.30 A.M.	Every	15 Min.
10.30 A.M. to	11.00 A.M.	"	10 Min.
11.30 A.M. to	12.00 Noon	"	15 Min.
12.00 Noon to	1.00 P.M.	"	10 Min.
1.00 P.M. to	5.00 P.M.	"	15 Min.
5.00 P.M. to	6.00 P.M.	"	10 Min.
6.00 P.M. to	7.00 P.M.	"	15 Min.
7.00 P.M. to	8.10 P.M.	"	10 Min.

NIGHT CARS as on Week Days.

SATURDAYS

Extra Car at 12 midnight.

SPECIAL CARS

By Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

BANKS

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York. LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES:—

Bombay.	London.
Calcutta.	Manila.
Canton.	Panama.
Cebu.	Peking.
Colon.	San Francisco.
Hankow.	Shanghai.
Hongkong.	Singapore.
Kobe.	Yokohama.

CAPITAL PAID-UP $3,250 000
RESERVE FUNDS..... 4,060,000

(U.S. Gold) $7,310,000

All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.

N. S. MARSHALL, Manager.

Hongkong, 22nd Oct. 1914.

THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.

Authorised Capital	Yen	48,000,000
Paid-up Capital ...	"	30,000,000
Reserve Fund	"	19,250,000

Head Office.—YOKOHAMA.

Branches	Agencies at
Antung-Hsien	Nagasaki
Bombay	Newchwang
Calcutta	New York
Changchun	Osaka
Dairen	Pekin
Fengtien	Ryoiun (Port Arthur)
Harbin	San Francisco
Hankow	Shanghai
Honolulu	Tiehling
Kobe	Tientsin
Liao-Yang	Toky
Lond.n	Los Angeles
Lyons	Tsingtau
Tsingtau	

Interest Allowed on Current Account. Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.

Hongkong, 17th October, 1914.

NOTICES.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up...$1,250,000.)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise:
Loans made on the Provident System.
(Rates and Particulars on application).

The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co. General Managers.

Hongkong, 19th March, 1908

NOTICE.

Messrs. Sang Lee & Co., Builders and Contractors, regret to inform their customers that one of their managing partners Mr. U Tin Sam (余田三), died on the 1st instant; the business will be carried on as usual by the continuing partners, who have authorised Mr. Lam Lau (林柳) and Mr. U Tsan (余燦), each of them, to sign all letters and communications on behalf of the firm.

SANG LEE & CO., 59, Des Vœux Road Central, (First Floor).

BANKS

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
RESERVE FUNDS:
Sterling £1,500,000 at 2/- =$15,000,000
Silver ...$18,000,000
$33,000,000
Reserve Liability of Proprietors $15,000,000

COURT OF DIRECTORS.

Hon. Mr. D. Landale.—Chairman.
W. L. Pattonden, Esq.— Deputy Chairman.
S. H. Dodwell, Esq.
G. T. M. Edkins, Esq.
C. S. Gubbay, Esq.
P. H. Holyoak, Esq.
J. A. Plummer, Esq.
Hon. Mr. E. Shellim.

CHIEF MANAGER: Hongkong—N. J. Stabb
MANAGER Shanghai—A. G. Stephen.
London Bankers—London County and Westminster Limited.

Hongkong—Interest Allowed:
On Current Account at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4 per cent. per annum.

N. J. STABB. Chief Manager.

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at $3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the Hongkong and Shanghai Banking Corporation,

N. J. STABB, Chief Manager.

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital.....£1,500,000
Subscribed " 1,125,000
Paid Up " 562,500
Reserve Fund 465,000

BANKERS: Bank of England. London Joint Stock Bank, Limited.

Every description of Exchange business transacted.

Interest allowed on Current Accounts at 2 per cent per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.
Paid-up Capital £1,200,000
Reserve Fund... .....£1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON. Manager.

Hongkong, 11th April, 1912. [2

OPIUM QUOTATIONS.

	Sept. 14
Malwa, New	$8,300 per p.
Malwa, Old	8,300 "
Patna, New	9,325 per che
Patna, Old.....	9,200 "
Benares, New	9,050 "
Benares, Old.....	8,825 "

THE ALEXANDRA CAFE Cannot be Beaten, if Equalled For Bread, Cakes, Confections and meals with Wines & Liquors

EXCHANGE.

Selling		Buying	
T/T	1/9 3/8	T/T. Marks	Nom.
Demand	1/9 7/16	Demand Germany	"
30 d/s	1/9 1/2	T/T. France	2.23½
60 d/s	1/9 9/16	Demand Paris	2.24
4 m/s	1/9⅝	On Haiphong	Nom.
T/T Shanghai	78	On Saigon	"
Private 30 d/s sight		On Bangkok	86¼
T/T Singapore	76½	4 m/s. L/C	1/10 1/8
T/T Japan	88½	4 m/s. D/P	1/10 1/4
T/T India	134¾	6 m/s. L/C	1/10½
Demand India	135	30 d/s. S'ney & M.	1/10 3/8
T/T Bombay		30 d/s. San F'co & N.Y.	45½
Demand Bombay	135	4 m/s. Marks	Nom.
T/T Calcutta		4 m/s. Francs	2.34½
Demand Calcutta	135	6 m/s. do	2.39 1/2
Demand Manila	88¼	Gold Leaf per tael	$57
T/T. San F'co & N.Y.	43¾	Sovereign	$11
Demand, New York	43 7/8	Bar Silver, ready	23
T/T. Java	108¼	forward	...

SUBSIDIARY COINS.

Chinese...20 cts. pieces	$23 3/8	Hongkong, 20 cts. pieces	$18
Chinese...10 "	$23¾	Hongkong, 10 "	$18⅜

TO-DAY'S SHARE REPORT.

S—SELLERS SA—SALES B—BUYERS N—NOMINAL

	Issue & Paid up Value.		Closing Quotation.		Last Dividend and Date.
BANKS.					
Hongkong & S'hai	$125	$750	n.		£2: 3/- at ex 1/ 05⅛ equal to $22.80 for ½ year ending 30/6/14
		£71			
MARINE INSURANCES.					
Cantons	$50	345	s.		Final of $3 a/c 1912, Interim of $18 a/c 1913
North China	£5	T145	sa.		Final of 10 p.c, making 20 p.c. for 1912
Unions	$100	$745	b.		Final of $20 making $50 for 1912 and Interim of $30 for 1913
Yangtszes	£50	$200			Final of $12 mak. $15 for 1912 & Int. of $3 for 1913
FIRE INSURANCES.					
China Fires	$20	$149	b.		$10 for 1912
Hongkong Fires	$50	$385	n.		$27 for 1912
SHIPPING.					
China & Manilas	$25	$5½	b.		$1 for 1906
Douglas Steamship	$50	29	b.		$3 for year ending 30'6'14
Steamboats	$15	$23½	s.		Interim of 50 cts. for ½ year ending 30'6'14
Indo-Chinas (Preferred) (Deferred)	£5	$53	b.		Final of 3% making 6% on preferred shares & 5% on deferred for year 1913
"Shell" Transports	£1	80/-	s.		Final of 5/- making 7/- for 1913 Coupon No. 22.
		£11	"		
"Star Ferry"	$10	$40	n.		$1.70 per share and bonus of 30 cents per share for year ending 30'4'13
REFINERIES.					
China Sugars	$100	$75½	b.		$3 for 1912
Luzon Sugars	$100	$20	s.		$3 for 1897
MINING.					
Chinese Engineerings	£1	37/6	n.		Interim of 5% Coupon No. 3 account of year ending 30.6.14.
Tronohs	£1	24/-	n.		1/- making 7/6 a/c. 1913.
Raubs	£1	$1.90	b.		1/2 for 1909
DOCKS, WHARVES, & GODOWNS.					
Kowloon Wharfs	$50	$76	s.		$3.50 for year 1913
H.K. & W'poa Docks	$50	$5.7½	b.		$3 for 1913
Shanghai Docks	T. 100	T. 55	n.		Tls. 5 for 1913
Hongkew Wharfs	T. 100	T. 90	n.		Interim of Tls 3 for 1913
LANDS, HOTELS & BUILDINGS					
Anglo French Lands	T.100	T.94			Tls. 6 29'2'10
H'kong Central E'tes	$100	$100	n.		First year
Hongkong Hotels	$50	$120	b.		$3.50 for ½ year ending 30'6'14
Hongkong Lands	$100	$114	n.		$3½ for ½ year ending 30 6.14
Humphreys Estates	$10	$7¼	sa.		50 cents for 1913
Kowloon Lands	$30	$44	n.		$2.80 for 1913
Shanghai Lands	T. 30	T. 92	"		Interim of 5 p.c. for year ending 30'6'13
West Points	$50	$71	n.		$2.00 for ½ year ending 30.6.14
Manila M'pole Hotel	P.10	P. 8			15 per cent. for 1910
COTTON MILLS.					
Ewos	T. 50	Tls. 126	b.		Tls. 15 for year ending 31'10'13
Shanghai Cottons		77	b.		Tls. 6, bonus of Tls. 4 & extra bonus of Tls. 1 for year ending 30'6'14
Laou Kung Mow		Tls. 75	n.		T. 12 for year end'g 31'12'12
Kung Yik		Tls. 11½	sa.		Tls. 1½ for year ending 30'11'13
Hongkong Cottons	$10	$7¼	s.		50 cents 31.7.08
MISCELLANEOUS.					
China-Borneos	$12	$10¼	b.		$1.20 for 1913
Light and Powers	$10	$4	s.		
Do. (Spec. shares)	$1				
China Providents	$10	$7½	b.		70 cents for 1913
Dairy Farms	$6	$35	s.		$1.50 for year end'g 31'7'14
Green Islands	$10	$5¼	s.		40 cents for 1911
Hongkong Electrics	$10	$36	b.		$1.80 per share for 1913
Hongkong Ices	$25	$195	b.		Interim of $2½ a/c 1914
Hongkong Ropes	$10	$25	n.		$2 for 1913
Langkats	g. 10	Tls. 31½	b.		Interim of Tls. 1 making Tls. 2 a/c 1913
Morning Post	$25	$29	n.		$1 Interim a/c year ending 31.3.14
Peak Tramway	$10	$10	s.		80 cents on fully paid shares and 8 cents on $1 paid shares for year ending 30.4.14
Do. (new)	$1	90 cts.	s.		
Hongkong Electric	Trams	$5.30	s.		Final of 6d. making 7½d. per share for 1913.
Philippines	$10	$5			None
H. Price & Co., Ld.	$10	$6			$1.50 for 1910
Societe des Pulpeset Papeteries du Tonkin	Preferred $50 paid up $50 Benefit	$20			None
		$200			
Shanghai-Sumatras	T. 20	T.150			No dividend this year
Steam Laundry	$5	$4¼	s.		35 cts. for year end'g 31.5.14
United Asbestos Oriental Agency, Ld.	$10	$9½	b.		20 per cent. per ordinary share for year ended 31'5'1912
United Asbestos Founders Shares	$10	$300			
Union Waterboat	$10	$18	n.		$1.25 per share for year ending 31'12'1913
Weismann, Ltd.	$10	$30	"		25 per cent. for year ending 31'7'11
Watson	$10	$7	s.		70 cents for 1913
William Powell, Ltd.		$7	s.		50 cts. on old shares 25 cts. on new shares for year ending 30.6.14

Corrected to noon (p.m.) Dec. 16, 1914. **WRIGHT AND HORNBY** Shares and General brokers 6 Des Voeux Road Central. Tel. address Rectitude. "The "Telegraph" does not hold itself responsible for any of the above quotations.

DIARY OF WAR.

(*Continued from back of page 8*).

November 16.—Votes for £225,000,000 and for a million more men passed by the House of Commons. Announced that H.M.S. Canopus is safe. German regiment annihilated south of Bixschoote. Reported that Russian Fleet leaves Helsingfors to give battle to the Germans.

November 17.—Prince of Wales leaves for the front. Mr. Lloyd George outlines financial proposals in House of Commons, including War Loan of £350,000,000.

November 18.—War Loan quoted from par to one-half per cent. premium. Japanese Ambassador leaves Constantinople. British Third Division shelled out of trenches, but brilliantly counter-attack and drive Germans back in disorder. German Fleet bombards Libau.

November 19.—Russians progressing in East Prussia and Galicia, but advance guards in Poland retiring. Division of Russian Black Sea Fleet engages the Goeben and Breslau, which disappear in mist after former is badly hit.

November 20.—German attacks in France and Belgium less severe; snow falling in Flanders. Desperate fighting between Russians and Germans between the Vistula and the W... Russians attacking strong positions in East Prussia.

November 21.—British Admiralty announces elaborate system of mine defence on east coast. Australia taking steps to send unlimited number of men to the front. Russians inflict heavy losses on Austro-German forces between Czenstochowa and Cracow. Russians bombard Black Sea port of Khopa, doing great damage.

November 22.—Canada enlisting an additional 50,000 men, bringing her forces under arms to 108,000. Lull still continues in France and Belgium, save for vigorous bombardment of Ypres by the Germans.

Nov. 23.—German submarine U18 founders off the Scottish coast after being rammed by British patrol boat. British aviators carry out successful flight to Zeppelin sheds at Friedrichshafen, doing serious damage.

Nov. 24.—Announced that Germans suffer heavy losses round Ypres, 1,200 dead being found before a trench 500 yards long. Portuguese Congress authorises Portugal to intervene in war at any suitable moment, in accordance with terms of British Alliance.

Nov. 25.—Announced that two British battleships on Monday bombarded all points of military significance at Zeebrugge. Russians register successes against Germans, Austrians and Turks.

Nov. 26.—Announced that everything points to overthrow of German armies in Poland. British battleship Bulwark blown up at Sheerness.

Nov. 27.—Mr. Lloyd George announces that the War Loan has been largely over-subscribed. Mr. Winston Churchill reviews the naval situation, in the House of Commons. Announced that German submarine sinks steamers Malachite and Primo near Havre.

Nov. 28.—Russians rout Austrians, taking 7,000 prisoners and many guns. Announced that German cruisers in Pacific have not left Chilian waters since the engagement off Valparaiso. *Morning Post's* Petrograd correspondent says bulk of German army in Poland is irrevocably lost in the best event.

Nov. 30.—Announced that His Majesty the King has left for France on a visit to British Headquarters.

Dec. 1.—Russians capture Austrian positions defending the passes to the Carpathians. Announced that Russians during the first half of November took 50,000 Austrian prisoners.

Dec. 2.—Prince of Wales' Fund totals £4,000,000. King George and President Poincare visit British forces. Germany apologises to Portugal for invasion of Angola.

Dec. 3.—Reported that an airman drops bombs on Krupp factory at Essen. Australian and New Zealand contingents disemt bark in Egypt. General De We captured. Belgrade occupied by Austrians.

Dec. 4.—Announced that, after six weeks, the Austro-Hungarian war loan of £160,000,000 is only half-subscribed.

Dec. 5.—King George returns to London.

Dec. 7.—German occupation of Lodz announced. Servians everywhere repulse Austrians and take 2,400 prisoners.

Dec. 8.—Allies make progress in Flanders, and a German advance is now regarded as impossible. Losses of Germans in the battles before Lodz stated to be 100,000. Paris Bourse reopens. Illness of the Kaiser announced.

December 9.—General Beyers meets tragic end in engagement on the Vaal River. Announced that German cruisers Scharnhorst, Gneisenau and Leipzig were sunk by British Squadron off Falkland Islands. Allies make marked progress in Flanders; Dutch papers assert that Allies contemplate advance on Ostend and Antwerp.

December 10.—Announced that German cruiser Nurnberg was also sunk off the Falklands. Dutch papers report that Germans are becoming anxious over situation in western Flanders. Announced that South African rebellion has practically ended and has become affair for police rather than military.

December 11.—Allies still continue to advance; La Bassee and Vermelles captured. German cruiser Friedrich Karl strikes mine in the Baltic and sinks.

New Naval Militia Divisions for California.

Sacramento, November 5.—Governor Hiram Johnson has authorised the organisation in Los Angeles of another division of the naval militia, to be known and designated as the Ninth Division, Naval Militia of California. Lieutenant Commander Alonso H. Woodbine, Naval Militia, has been detailed as mustering officer, and will supervise the organisation of the new division on November 19.

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A. BUNE.

POST OFFICE.

Ships' Letter Boxes.

1. It is hereby notified that during the continuance of the War all outgoing correspondence must be posted at the General Post Office or at any of its Branch Offices.

2. Ships' Officers are strictly forbidden to receive on board their vessels any correspondence from the Public.

3. Shipmasters are not allowed to place or expose on board their vessels letter boxes for the purpose of collecting correspondence; all such boxes found exposed on board their vessels will be removed and returned to the General Post Office.

4. Shipping Companies must not receive from the Public for inclusion in their ships' Papers any but bona fide consignees' letters which should be left open for inspection when required.

5. Shipping Companies should state in their notifications to the Post Office the exact hour of departure of their vessels in order that the public may have every facility for posting at the General Post Office.

6. Shipping Companies and Ships' Officers must send to the Post Office ALL correspondence except bona fide consignees' letters posted in the Ships' Letter Boxes or received by Ships' Officers at the ports from which they sailed, or anywhere en route to Hongkong.

7. The above regulations will not affect the licensed, private letter boxes carried between Hongkong & Canton by the vessels belonging to or managed by the Hongkong Canton & Macao Steamboat Company.

War risks are not covered by postal registration or insurance.

CORRESPONDENCE (INCLUDING PARCELS) IS BEING DESPATCHED AS OPPORTUNITY OFFERS; BUT ALL SERVICES ARE IRREGULAR AND UNCERTAIN AND ALL CORRESPONDENCE IS LIABLE TO DELAY.

THE PARCEL POST SERVICE TO FRANCE IS SUSPENDED UNTIL FURTHER NOTICE.

THE PARCEL POST AND INSURED LETTER SYSTEM TO BRAZIL IS SUSPENDED.

NOTICE IS GIVEN THAT ALTHOUGH EVERY POSSIBLE PRECAUTION IS TAKEN TO SECURE THE SAFETY OF ALL POSTAL PACKETS WHILST IN THE CUSTODY OF THE POST OFFICE THE POSTMASTER GENERAL CANNOT GIVE COMPENSATION FOR ANY LOSS OR DAMAGE WHICH MAY BE DUE TO THE ACT OF THE KING'S ENEMIES. UNTIL FURTHER NOTICE NO LETTERS, BOXES, OR PARCELS FOR BELGIUM, BRAZIL, CRETE OR MONTENEGRO AND NO LETTERS, BOXES OR PARCELS FOR MALTA CAN BE ACCEPTED FOR INSURANCE.

THE PARCEL POST SERVICE TO THE UNITED KINGDOM IS IN FULL WORKING ORDER IN BOTH DIRECTIONS BY THE LONG SEA ROUTE.

THE PARCEL POST SERVICE TO EGYPT AND CERTAIN COUNTRIES MENTIONED, SERVED BY EGYPT, IS RESUMED FOR ORDINARY PARCELS ONLY:— CRETE, CYPRUS, GREECE, SYRIA, ITALY, ALGERIA TUNIS, SWITZERLAND AND (LYBIYA) TRIPOLI.

The services to Germany, Austria, and their Colonies, and to the Ottoman Empire are suspended.

Unregistered letters and Post-Cards may now be sent to Tsingtau.

On and after this date the names of steamers carrying mail to all parts of the world will be reinserted.

The Malta, with the Mail from London (via Siberia) of Sunday, the 15th ulto., is due to arrive here on Friday, the 18th inst.

The Nankin, with the English Mail, left Singapore on Sunday, the 13th inst., and is due to arrive here on Saturday, the 19th inst., at 8 a.m.

The Shidzuoka Maru, with the American Mail is due to arrive here on Sunday, the 20th inst.

MAILS DUE.

Siberian, Malta, 18th inst.
English, Nankin, 19th inst.
American, Shidzuoka Maru, 20th inst.

MAILS CLOSE TO-MORROW.

Japan via Kobe—Per KATORI MARU, 17th Dec., 9 a.m.

Fort Bayard, Haiphong and Pakhoi—Per HUE, 17th inst., 11 a.m.

Bangkok—Per KWANGLEE, 17th Dec., 2 p.m.

Siberian Mail. Shanghai & North China (Europe via Siberia)—Per LUCHOW, 17th Dec. 3 p.m.

(Tientsin-Pukow Service Shanghai Br. P. O. Monday 21st Dec.)

Japan via Kobe—Per KUMSANG, 17th inst., 4 p.m.

FRIDAY, 18th Dec.

English Mail. Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe—Per MALTA, 16th inst., 4 p.m.

Swatow, Amoy & Foochow—Per HAICHING, 18th Dec., 1p.m.

SATURDAY, 19th Dec.

Siberian Mail. Shanghai and North China (Europe via Siberia)—Per CHENAN, 19th Dec. 3 p.m.

(Tientsin-Pukow Service Shanghai Br. P. O. Thursday, 24th inst.)

Australian Mail. Philippine Is, Australia, Tasmania, New Zealand via Port Darwin & New Guinea via Thursday Is.—Per ST. ALBANS, 19th inst. 10 a.m.

SHIPPING NEWS.

ARRIVED.

Haicheng, Br. s.s. 1,267, W. C. Passmore, 16th inst.—Swatow, 15th instant, Gen.—D. L. & Co.

Fujisan Maru, Jap. s.s. 2,076, R. Watanabe, 16th inst.—Hongay, 13th inst. Coal—M. B. K.

Telemachus, Br. s.s. 1,350, A. Fraser, 16th inst.—Saigon, 12th inst., Rice & Gen.—Chinese.

Indrasamha, Br. s.s. 3,336, J. P. Jones, 15th inst.—Manila, 11th instant, Sugar & Gen.—J. M. & Co.

Loongsang, Br. s.s. 1,093, W. G. G. Leask, 15th inst.—Manila, 12th instant, Gen.—J. M. & Co.

Chicago Maru, Jap. s.s. 3,933, K. Hori, 16th inst.—Manila, 13th inst., Gen.—O. S. K.

Katori Maru, Japanese s.s. 6,518, B. Kon, 16th inst.—London, 21st ult. Gen.—N. Y. K.

Cowrie, Br. s.s. 3,995, 16th inst.—Tientsin, 8th inst., Ballast—A. P. Co.

Daigi Maru, Jap. s.s. 846, S. Takushige, 16th inst.—Swatow, 15th instant, Gen.—O. S. K.

PASSENGERS ARRIVED.

Per s.s. Daigi Maru from Swatow—Fred Baker, Charlotte J Baker, Harry Alleson.

Per s.s. Chicago Maru from Manila—Mr E H Scott.

Per s.s. Katori Maru from London etc.—Mr & Mrs A Denison, Miss M Denison, Mr & Mrs H C R Hancock, Mrs E Farrow, Mrs E M Gardiner, G S Archbutt, Mrs K C Savin, H A Cartwright, Mrs M C Carleton, Miss W R Robinson, Miss E Herschell, Miss M G Ewing, Miss G L Wells, Miss M D Fatan, Rev H Moncrieff, Rev M C McKenzie, Rev & Mrs D Sutherland, Miss M L Thompson, Miss G M Donaldson Mrs J Grant, Rev & Mrs A Svans, Mrs C Evan Bergen, Mrs H E Campbell, Mrs S Warren, Mrs E L Barhan, Mrs E E Warmington, Rev & Mrs W M Cameron, D F Wilson, H H H Priestly, A S P W Cooper, Mr & Mrs H Payne, Mr & Mrs C H Erskine, Miss E Fiddes, Miss L Evans, Miss A B Killick, Mrs Ah Tsing, L F Brown, Mr & Mrs J H Pearson, Mrs Bing, Yong Nee-chai, Yong Loo-lin, Out Juwan, Lo Cheuk-wan, Lee Chou-chew, Mr & Mrs J Kirk, Miss F Joseph, N Read, Capt J W Ryan, Mrs G Friel, H S Rawlings, A H Olive, Miss A C Patton, Miss G A Young Mr & Mrs F S Aboltiz, Mrs T Allen, T Oba, H Bird, F S Groad.

Philippine Is.—Per LOONGSANG, 19th Dec., 2 p.m.

SUNDAY, 20th Dec.

Swatow—Per HAIMUN, 20th Dec. 9 a.m.

Swatow, Amoy & Tamsui—Per DAIGI MARU, 20th inst., 9 a.m.

MONDAY, 21st Dec.

Swatow, Amoy & Foochow—Per KAIJO MARU, 21st inst., 11 a.m.

TUESDAY, 22nd Dec.

Swatow, Amoy & Foochow—Per HAIYANG, 22nd Dec. 1 p.m.

Philippine Is.—Per CHINHUA, 22nd Dec. 3 p.m.

Shanghai & N. China—Per ANHUI, 22nd inst., 3 p.m.

Swatow, Amoy via Takao & Anping—22nd inst., 4 p.m.

WEDNESDAY, 23rd Dec.

Straits, Colombo, Suez Port Said, Marseilles, & United Kingdom—Per KITANO M., 23rd inst., 9 a.m.

THURSDAY, 24th Dec.

Haiphong & Pakhoi—Per HUICHOW, 24th inst., 9 a.m.

Japan via Moji, Victoria & Tacoma—Per CHICAGO M., 24th inst., 1 p.m.

FRIDAY, 25th Dec.

Swatow, Amoy & Foochow—Per HAITAN, 25th inst., 9 a.m.

TUESDAY, 29th Dec.

Philippine Is.—Per TAMING, 29th Dec., 3 p.m.

FRIDAY, 8th Jan. 1915.

Australian Mail. Philippine Islands, Australia, Tasmania, New Zealand via Port Darwin & New Guinea, via Thursday Is—Per CHANGSHA, 1th Jan. 11 a.m.

TIDE TABLE.

14th Dec., to 20th Dec., 1914.

Day of Week	Day of Month	High Water Hongkong Mean Time.		Height.	Low Water Hongkong Mean Time.	
Mon.	14	m 7	8 a	5.1	m 1	2 9.4
		6	33	7.3	0	28 a 3.2
Tues.	15	m 8	21 a	4.9	m 2	1 1.6
		7	15	7.0	0	51 a 3.5
Wed.	16	m 9	18	4.7	m 2	51 0.9
		7	57 a	5.3	1	23 a 3.6
Thur	17	m 10	19	4.6	m 3	37 0.5
		8	44 a	5.6	2	56 a 4.7
Fri.	18	m 11	16	4.4	m 4	22 0.3
		9	27 a	5.6	2	37 a 4.3
Sat.	19	0	17 a	4.3	m 5	7 0.7
		10	11 a	5.4	3	24 3.7
Sun.	20	0	7 a	4.3	m 5	55 0.6
			56 a	7.9	4	0 a 3.8

m morning. a afternoon.

Oysters, Fresh, Fried or Stewed Findon Haddocks, Kippers &c.
ALEXANDRA CAFE.

WEATHER REPORT.

On the 16th at 11.05—Pressure has given way slightly over the east and south coast of China, and quickly over north Japan. It has increased quickly over N. China and S. Manchuria and moderately to slightly elsewhere.

The depression has moved eastwards, being shown to the N.E. of Hokkaido this morning. The anticyclone has spread northwards and gradients have become less over the China Sea, where the monsoon will moderate considerably.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong and Neighbourhood	E. and N.E. winds, moderate; fair.
2 Formosa Channel	N.E. winds, strong.
3 South coast of China between H.K. and Lamocks	The same as No. 1.
4 South coast of China between H.K. and Hainan	The same as No. 1.

China Coast Meteorological Register.

16th Dec., a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Winds D'tion.	Winds Force.	Weather.
W'ostock	7a	29.99	31	10	n	0	b
Nemuro	6a	29.55			w	5	
Hakodate	„	29.73			wnw	6	
Tokio	„	29.87			nw	1	
Kochi	„	30.09			sw	1	
Nagasaki	„	30.17			n	1	
K'sgima	„	30.15			nnw	1	
Oshima	„	30.18			n	2	
Naha	„	30.21			e	1	
Ishi'jima	„	30.15			nne	4	
Bonin Is.	„	30.10			w	1	
Chefoo	„						
Whaiwei	„	30.23	34	60	ne	2	b
Hankow	„						
Ichang	„						
Kiukiang	„						
Changsha	„						
Shanghai	„	30.23	36		sw	1	b
Gutzlaff	„	30.20	48		w	1	bm
Sharp P.	7a	30.20	54		w	1	c
Amoy	6a	30.17	54	74	w	4	b
Swatow	„						
Taihoku	5a	30.18			e	4	
Taichu	„	30.14				0	
Tainan	„	30.13			n	4	
Koshun	„	30.09			no	8	
P'dores	„	30.13			ne	8	
Canton	6a	30.19	49	85		0	b
H'kong	„	30.17	59	76		0	b
Gap Rock	„	30.14			one	4	c
Macao	„	30.15	56		n	1	cf
Wuchow	9a	30.30	52	86	n	2	bc
Pakhoi	„						
Hothow	„						
Phulien	6a	30.22	57		nw	4	b
Tourane	„	30.15	64		nnw	5	c
C. St. J.	„	29.93	73		ne	4	c
Aparri	„	30.02	71		se	1	c
Manila	„	30.01	74		ne	1	c
Legaspi	„	30.00	74			0	c
Iloilo	9a	30.03	81		ne	1	b
Bacolod	„				n	1	b
Cebu	„	30.00	85		e	2	b
Labuan	„						

C. W. Jeffries, Chief Assistant.

Hongkong Observatory, Dec. 16.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degree Fahrenheit.

3 Humidity, in percentage of saturation, he Humidity of air saturated with moisure being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew wet.

0 Rain in inches, tenths and hundredths

METEOROLOGICAL.

	Previous Day at 8 p.m.	On date at 6 a.m.	On date at 2 p.m.
Barometer	30.12	30.17	30.14
Temperature	67	59	68
Humidity	26	76	44
Wind Direction	SE	—	W
„ Force	1	0	2
Weather	c	b	c
Rain	—	—	—

Highest open air Temperature on the 15th 68
Lowest „ „ „ „ „ „ 56

H.K. Observatory, 16th December.

T. F. CLAXTON, Director.

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SHANGHAI, Moji, Kobe and Yokohama	Nankin Capt. G. Manley	3 p.m. 19th Dec.	Freight & P'sage
SHANGHAI, MOJI, KOBE AND YOKOHAMA	Nile Capt. H. Powell	about 30th Dec.	Freight & P'sage
L'DON via S'pore, Penang, Colombo, Port Said and Marseilles	Nagoya Capt. W. H. Sweny R.N.R.	noon 1st Jan.	Freight & P'sage

Subject to alteration without notice.

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NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

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E. A. Hewett,
Superintendent.

P. & O. S. N. Co.'s office,
Hongkong, 14th Dec., 1914.

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Hongkong, 23rd July, 1914.

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